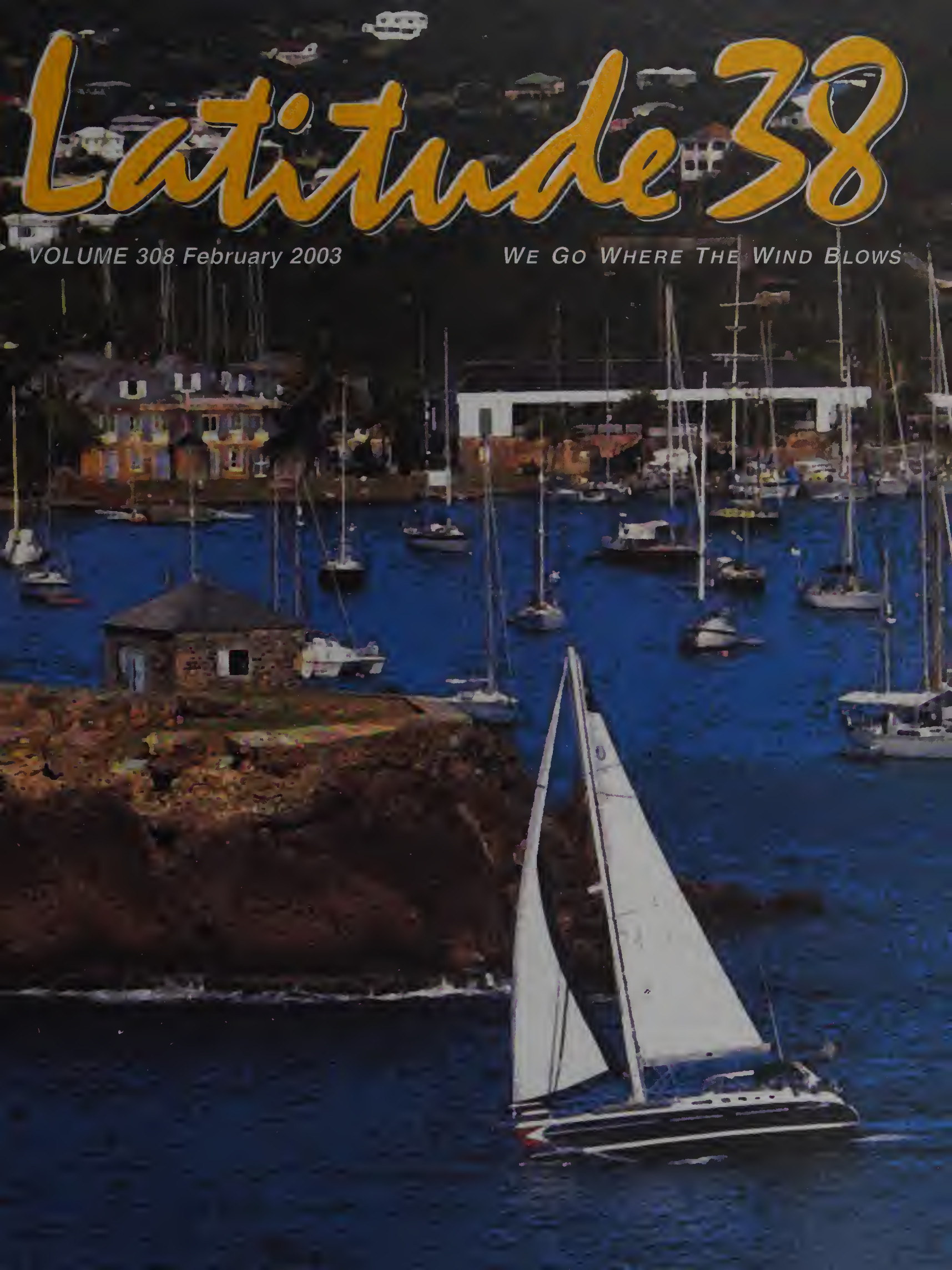


Latitude 38

VOLUME 308 February 2003

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Simon says about his Pineapple Sails: "My new 125% [mylar] genoa was a major factor in our winning the ...division... It has a surprisingly wide range." And "...my newest Pineapple chute [Dec. 2000] is a great general purpose spinnaker for the Ranger 26... It has survived the extraordinary abuse we've piled on it... We just never caught any fish while shrimping."

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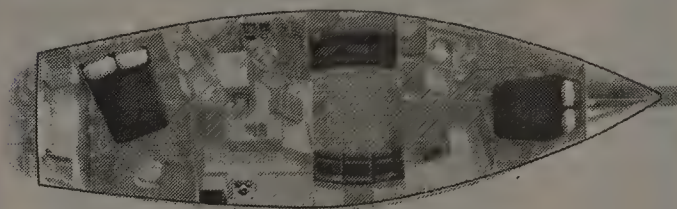


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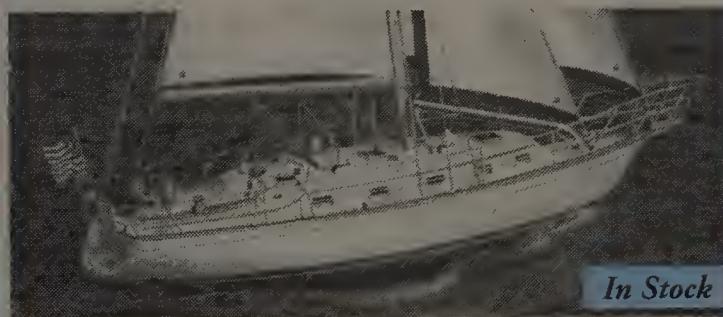


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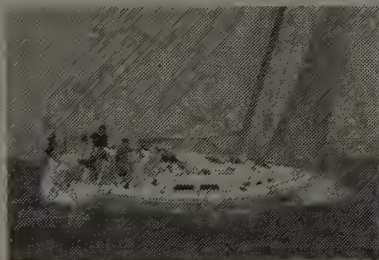
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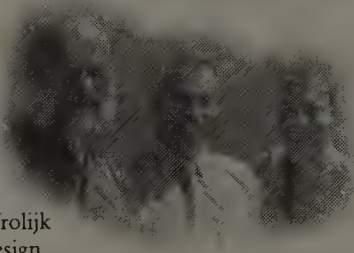
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HANSE 371



HANSE 411



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Yacht design

HANSE Yachts (Judel/Vrolijk Design) don't just persuade with their sharp appearance, both above and below deck - they sail persuasively too.

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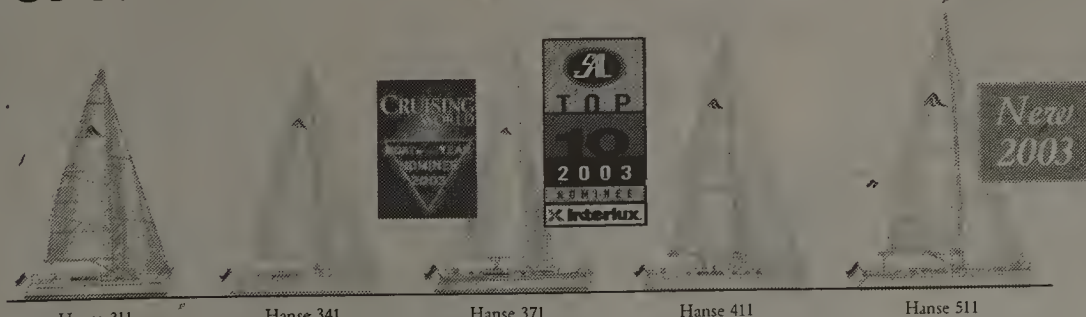
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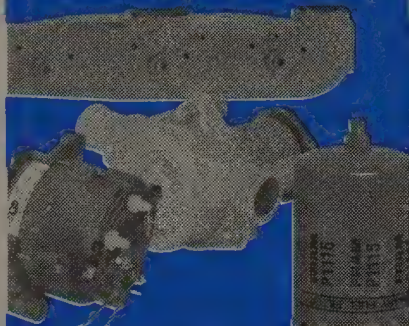


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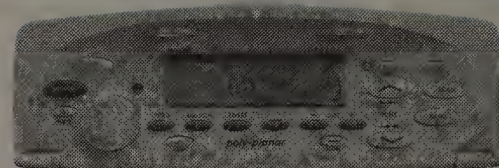
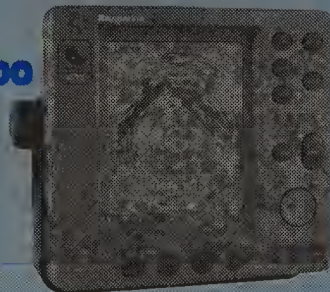
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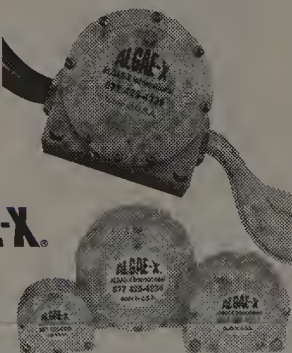
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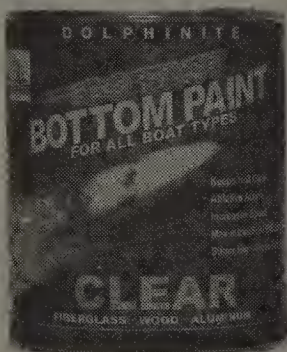
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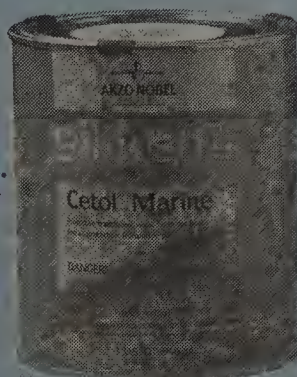


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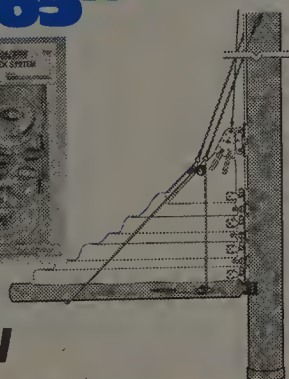
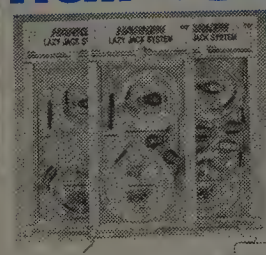
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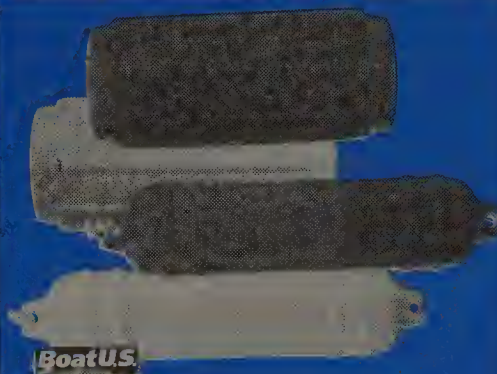
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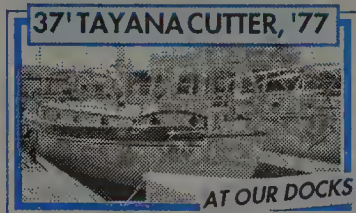
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4 staterooms version in great shape. Ford Lehman 85 hp. New aluminum spars. \$125,000.



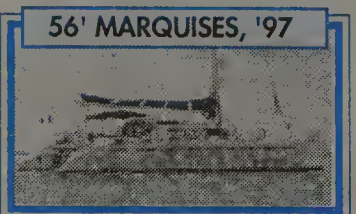
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Two-stateroom version. Recent upgrades include new full bottom main, jib, spinnaker, rotor and windlass. \$97,500.



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Mike Harker of Marina del Rey sails his Hunter 466 'Wanderlust' between the Pillars of Hercules at the entrance to English Harbor, Antigua. Sorry, this isn't the 'sexy cover' that we promised, but we just didn't get around to it. Maybe next month...

Photo courtesy Mike Harker

Copyright 2003 Latitude 38 Publishing Co., Inc.

Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs - anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address.

Cityyachts

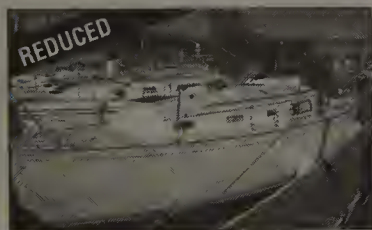
Hanse 

311 • 34 • 37 • 411

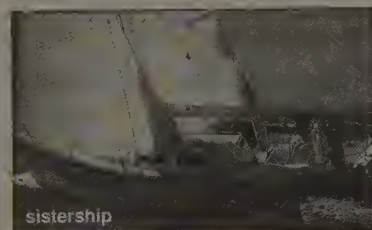
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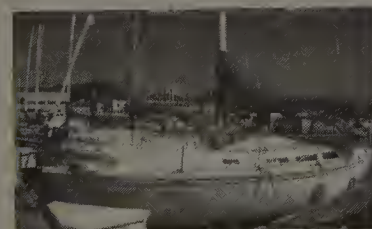
Downeast 38 \$64,500



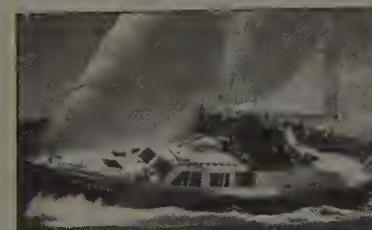
Sabre 34 Mk I \$34,000



Cal 34 \$34,500



Catalina 30 \$29,900



Cal 246 \$99,950

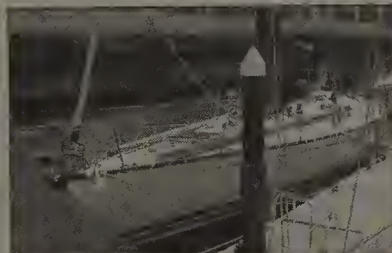


Boston Whaler 27 ... \$26,000



Hanse 311, '02.

Better than new. Beautiful suited for SF Bay. A dream to sail singlehanded. Much more interior than you will expect. \$90,000



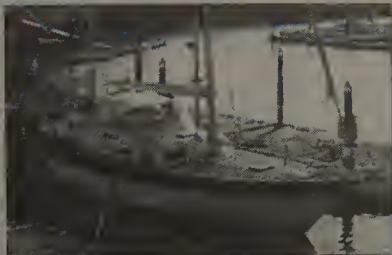
Baltic 51. Incredibly handsome, four stateroom yacht. Newly repowered. new in-boom mainsail furling. Electric winches where appropriate. \$289,000



Farr 1220 (40). Fabulous deck, cockpit and interior layout. Raced and won TransPac in 1991. Babied ever since. There have been only two very discriminating owners. \$149,900



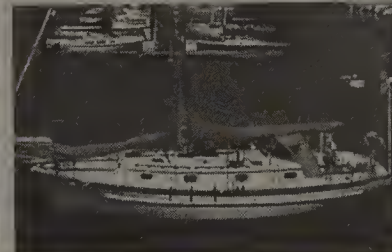
Catalina 36, '01. Time to move up?! This is the sailor's choice. 2 private staterooms, plus terrific entertainment areas in salon and cockpit. \$129,000



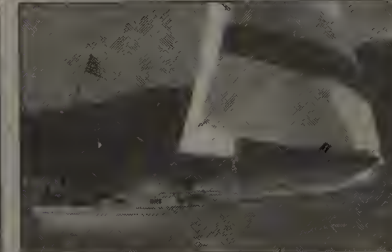
Trintella 48. Victory model MS built by one of Holland's finest yards, Tyler Boat Co. 500-mile cruising range with its '99 Perkins diesel. In-boom furling. Unlimited sailing range. Just add groceries. \$199,000



Mull 42, '90. Husband/wife just completed a passage from NZ to SF. All electronics and many other items updated for this trip. Ready to go again. \$149,900



Cabo Rico 34. 1995 but shows like a 2003. Cutter rig, self-tending staysail, furling jib and Dutchman system on the main. Beautiful detail and finish. \$174,900



Passport 40
Without a question one of Robert Perry's most successful designs. \$154,900



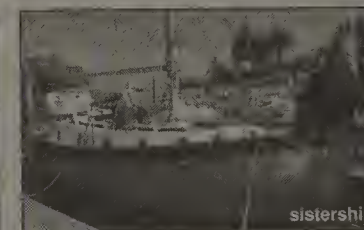
Ohlson 38 \$79,000



Aloha 34 \$55,000



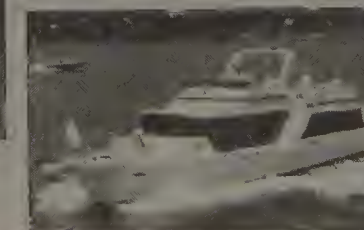
Morgan 41 Out Island \$84,900



West sail 32 \$55,000



Sea Ray 340 \$69,500



Bluewater Cruiser 51 \$175,000

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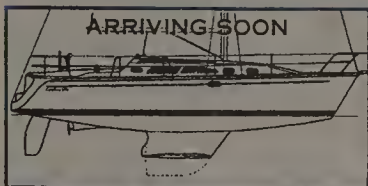
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CATALINA 380

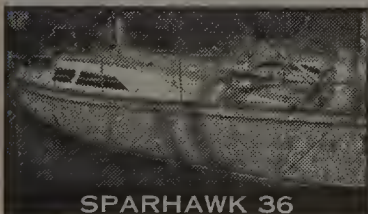
BROKERAGE SAIL/POWER



CATALINA 30



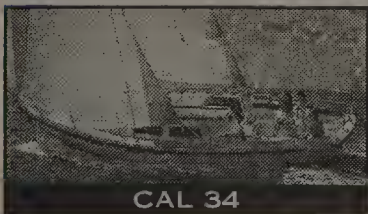
CATALINA 36



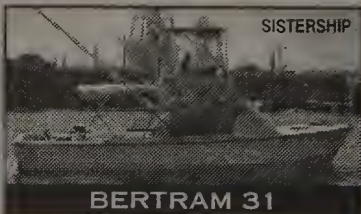
SPARHAWK 36



BAYLINER 39



CAL 34



BERTRAM 31

BROKERAGE

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27' SANTA CRUZ OFFERS
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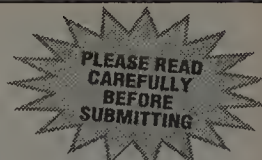
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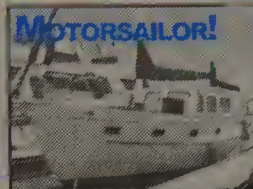
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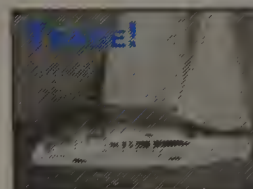
'79 - Isl. Trader 46*

This beautiful yacht is for the romantic at heart. Loaded w/electronics, genset, all the goodies. Great liveaboard. \$170k.



'96 - Sabre 402*

Sleeps 7, full electronics, inverter, Yanmar diesel, dodger, loaded! Beautiful boat at a great price ... offered at \$269,000.



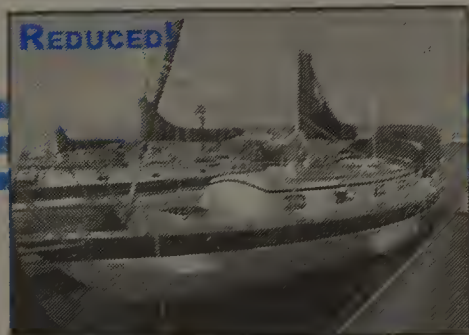
'02 - Hunter 340*

Super clean! Sleeps 6, Yanmar, autopilot, radar, plotter, speed/dist, dodger w/rails, cockpit cushions, Dacron sails! \$105,900.



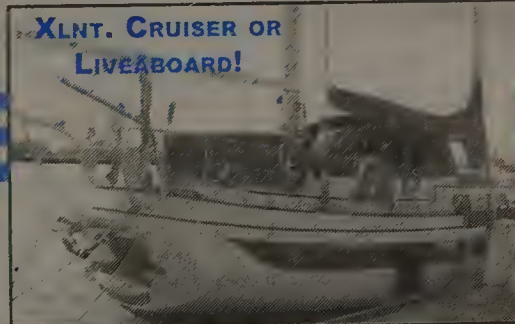
'91 - Hunter 37.5*

Great family cruiser! Yanmar diesel, autopilot, dodger, cushions, full-batten main, Hood furling, more! \$87,500.



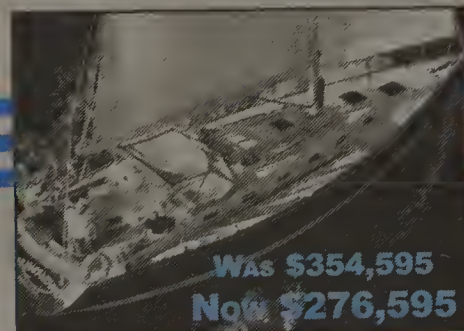
1997 - Valiant 39*

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1979 - CT 54 Ketch*

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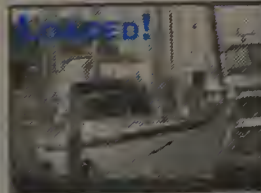
2001 - TARTAN 4100*

2 strms., 56hp Yanmar, deep beavertail keel, Majestic blue hull, speed/depth/wind, Harken furling & L.J., cherry interior, more!



'80 - Catalina 30*

New on the market ... just listed! This boat is in very good condition and has lots of extras. Great starter for only \$26,000.



'79 - Mariner 48*

Beautiful, bluewater cruiser! A "must see" for the serious cruiser. Well equipped and in excellent condition. \$159,500.



'81 - C&C 34*

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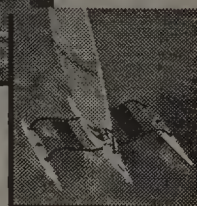
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CATALINA 250
33'



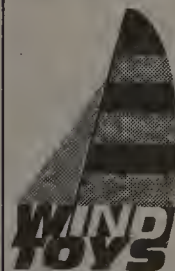
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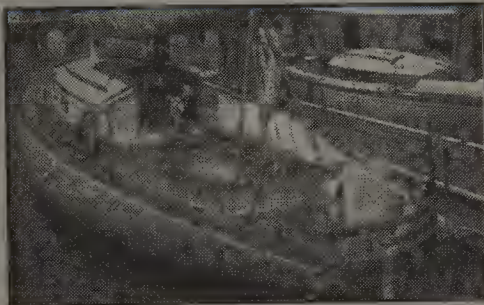
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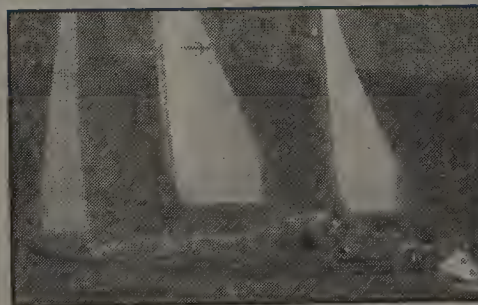
47' BAVARIA, 1995

Lloyds certified offshore yacht ready for world cruise. Asking \$279,000



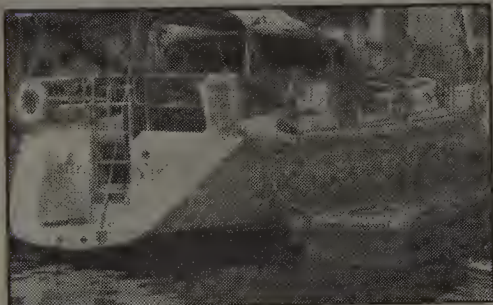
34' SUNSET SLOOP, 1967

'02 Master Mariners Assoc. winner of best restored/maintained classic yacht. \$36,000 (obo)



53' AMEL SUPER MARAMU, 1998

A French beauty beyond "Super". Shows like new (in Bay area). Asking \$469,000



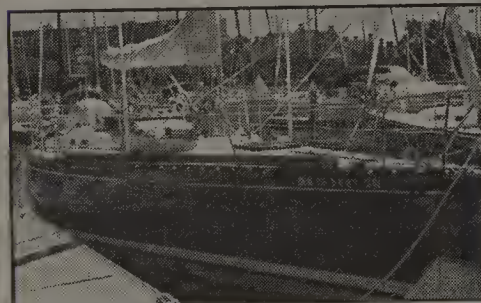
42' CATALINA, 1990

A very clean, well equipped yacht. Asking \$119,000.



46' AMEL MARAMU, 1979

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41' TARTAN, 1974

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42' MORGAN, 1971

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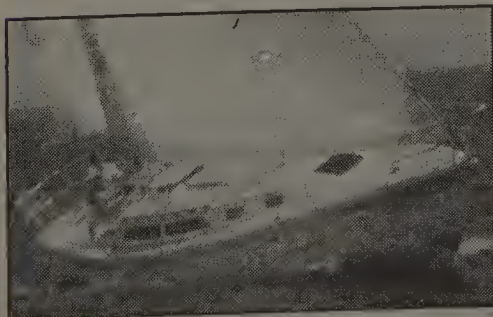
27' CATALINA, 1983

Diesel, clean. Asking \$12,900



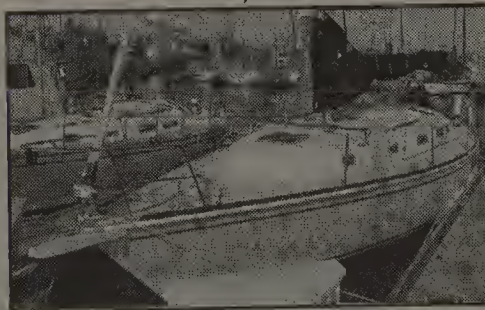
30' RAWSON, 1963

Only \$13,000 (obo)



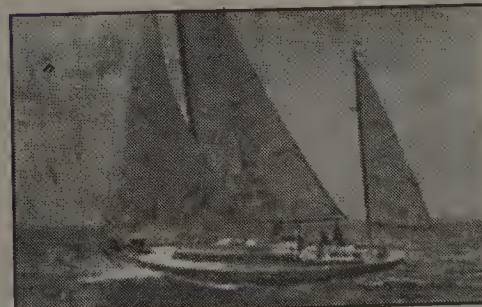
30' CATALINA, 1984

Clean family cruiser. Asking \$35,000 (sister ship)



37' PEARSON, 1990

Beautifully maintained and equipped for interstellar exploration. Monterey berth available. Asking \$115,000

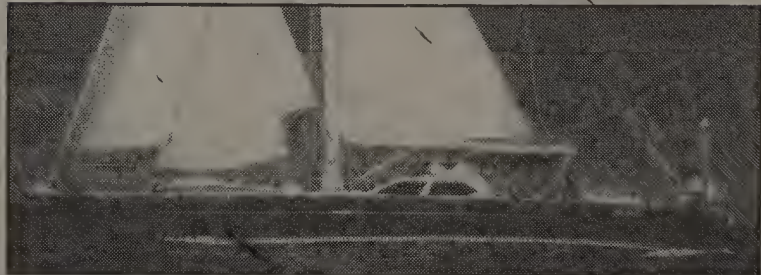


40' SPARKMAN & STEPHENS YAWL, 1953

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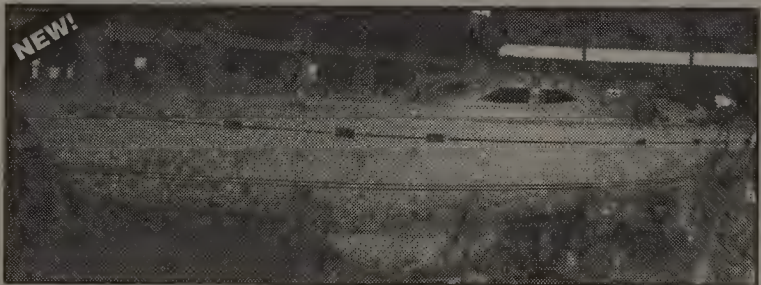


58' TAYANA DECK SALOON Powerful and fast, this large cutter will accommodate up to four staterooms. Contemporary styling and panoramic views from the main saloon. Available in center cockpit. Sailaway **\$475,000**



48' TAYANA CENTER COCKPIT

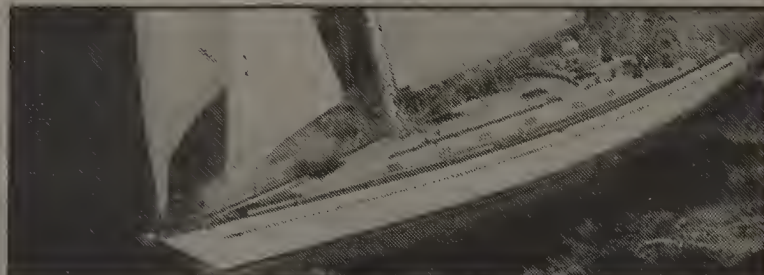
Designed by Robert Perry, this bluewater cutter offers over 1,300 sq. ft. of sail, long waterline and spacious interior. Two or three stateroom layouts. Available in center cockpit and deck saloon. Sailaway **\$330,000**



TAYANA 64 DECK SALOON Designed by Rob Ladd, this huge cutter will impress even the most discriminating yachtsman. With beautiful lines and a beam of 18 ft., this makes the Tayana 64 the ultimate bluewater sailer! Inquire.

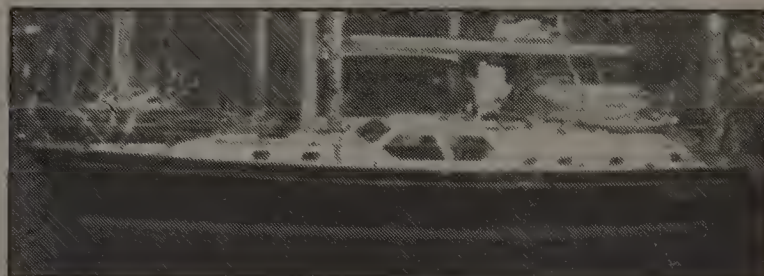
New Tayana 48s available now!

Two of Tayana's most popular models, the 48' Center Cockpit and 48' Deck Saloon are ready for immediate delivery.



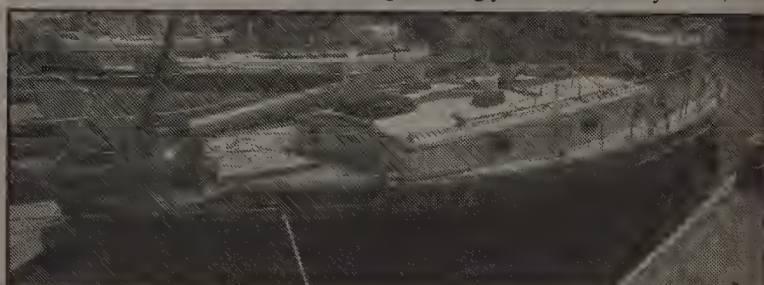
52' TAYANA AFT COCKPIT

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48' TAYANA DECK SALOON

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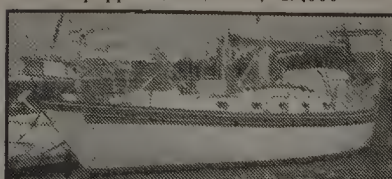
1984 ISLANDER 44. Unique opportunity to own an extremely well equipped, immaculate custom center cockpit. Must be seen! **\$118,000**



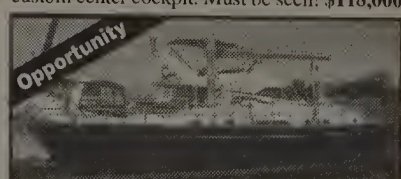
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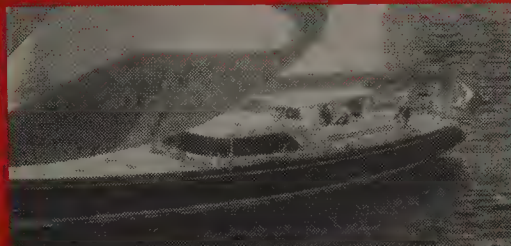
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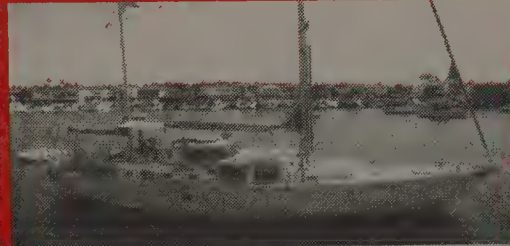
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Swan 48 (1998/2000). The ultimate Swan 48 with carbon rig, carbon roller furling boom, electric winches, new electronics. **Asking \$750,000**



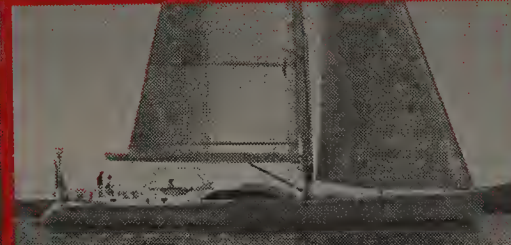
Swan 112 (2002). Without a doubt this is the most spectacular yacht ever built by Swan. Dark blue hull, elegant interior, carbon rig, captive winches.



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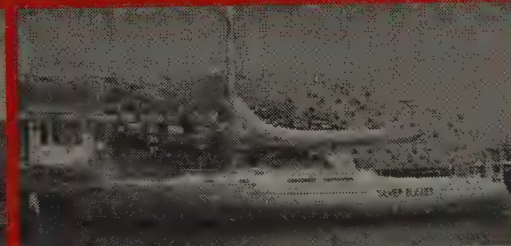
Swan 82RS (2001). Fast, beautiful, breathtaking interior, easy to sail, carbon rig and furling boom, captive winches, A/C, extraordinary boat.



Santa Cruz 52 (1993). This beautiful fast cruiser looks like new. Stunning red topsides, carbon rig, electric main halyard, watermaker, great sails. **MAKE OFFER!**



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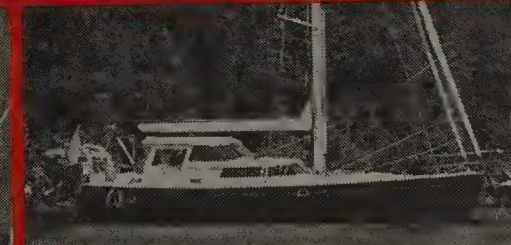
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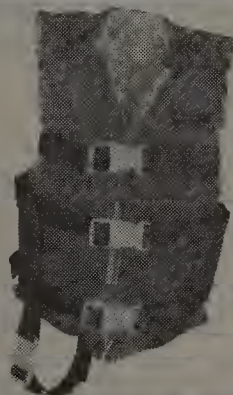
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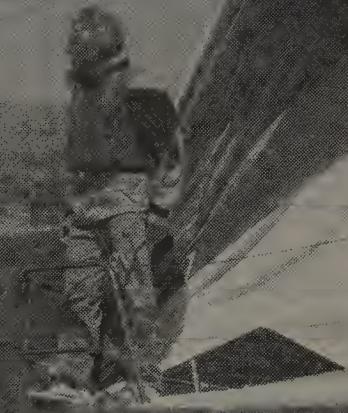
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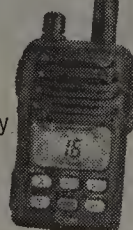
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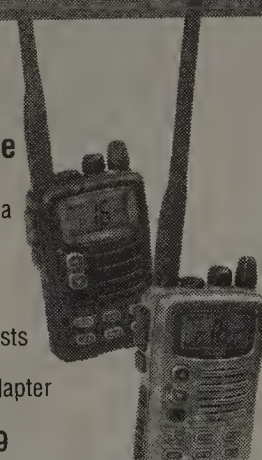
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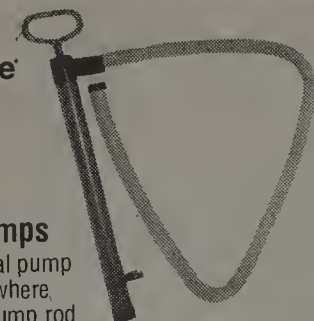
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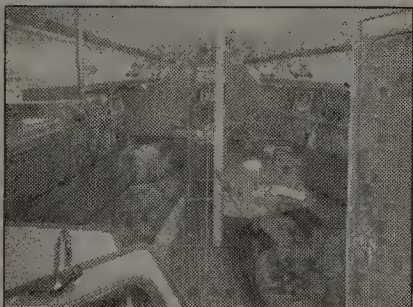
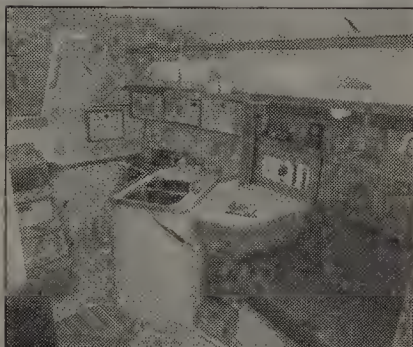
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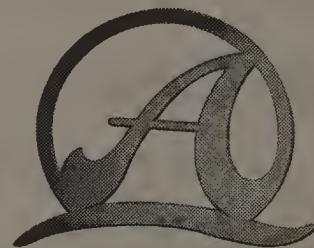
At Our Docks Open Boat Weekend February 8-9



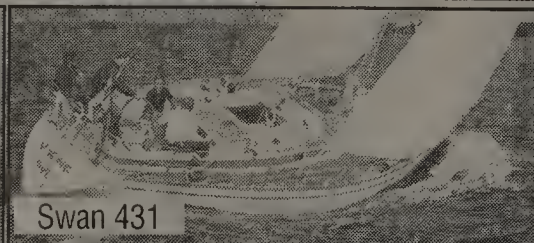
2002 Ocean Alexander 540 at our dock.

54' OCEAN ALEXANDER

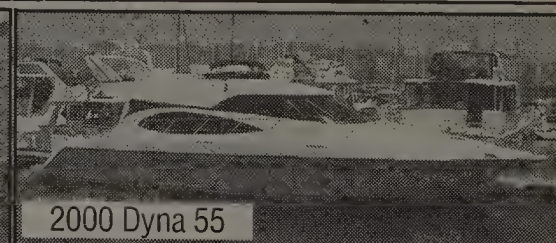
- Ed Monk Design
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- Cruising Speed 17 Knots
- Beautifully Appointed



2000 Catalina 470



Swan 431



2000 Dyna 55

PREOWNED CATALINA YACHTS

Catalina 470	2000	319,000
Catalina 470	2000	285,000
Catalina 42 MkII	2001	229,000
Catalina 42	1992	118,000
Catalina 36	1985	61,000
Catalina 36	1986	53,000
Catalina 36 MkII	1998	112,000
Catalina 34 MkII	2001	117,000

Catalina 320	2001	104,000
Catalina 320	1995	79,900
Catalina 320	1993	69,500
Catalina 30	1983	29,900
Catalina 27	1983	19,000

PREOWNED SAILING YACHTS

Beneteau 461	2001	264,000
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Bavaria 44	2001	235,000
Swan 431	1978	167,500
Worth 40	1985	99,000
Hans Christian 38	1987	185,000
C&C 32	1980	37,500
Hunter 280	1996	39,000
Bianca 26	1974	9,750
Bayliner	1989	65,000

PREOWNED MOTOR YACHTS

Dyna 55	2000	850,000
Ocean Alexander 60	coming soon	
Ocean Alexander 610	SOLD	
Ocean Alexander 540		

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J/105, 1996
\$99,900

Manta-J (ex-Thrasher) is a competitive J/105 one design with successful records in both San Francisco and San Diego. Called the 'gentleman's sport boat', the J/105 offers the excitement of one design racing with the comfort of weekend cruising and/or daysailing. Easily handled shorthanded, it's the ideal multipurpose boat.

PREMIER CRUISING SAIL

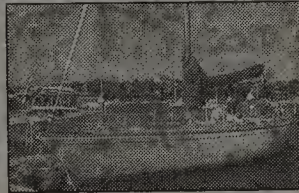
35' MAESTRO, '91	\$127,000	42' BENETEAU 432, '87	129,900
36' UNION POLARIS, '87	99,000	43' MASON, '81	169,000
37' ISLAND PACKET, '96	184,000	43' TASWELL, '88	255,000
38' HANS CHRISTIAN, '85	169,000	44' SWAN, '75	104,000
38' TARTAN 3800, '98	209,000	44' NORSEMAN 447, '83	199,000
39' FREYA, '00	134,500	45' CUSTOM WYLIE, '76	110,000
40' CALIBER, '93	169,000	47' CATANA CAT, '00	539,000
40' ISL. PETERSON, '84	95,900	47' FORMOSA, '79	117,500
40' SABRE 402, '99	329,000	47' WELLINGTON, '76	120,000
41' CONCEPT CAT, '83	150,000	48' BALTIC, '86	289,000
41' BENETEAU 411, '01	189,000	49' TRANSPAC, '79 reduced	199,000
41' MORGAN O/I, '79	105,000	50' PROUT CAT, '96	529,000
42' MANTA CAT, '01	320,000	50' SCHIONNING CAT, '03	529,000
42' VALIANT 42CE, '95	349,900	55' PETERSON, '82	225,000

BAY AREA BOATS

CONTACT ALLISON LEHMAN (510) 912-5800

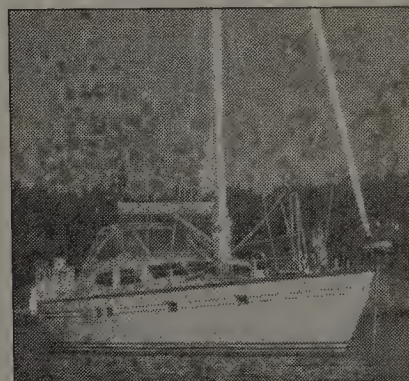


31' TIARA OPEN EXPRESS, '95,
\$149,000 *Amica* has been used for cruising in the Bay and spends the summers in the Delta. Excellent maintenance and upgrades.



44' NAUTOR'S SWAN, '74
\$149,500

Nauti Dreams is in great condition and is loaded with gear. She's ready to take you anywhere.



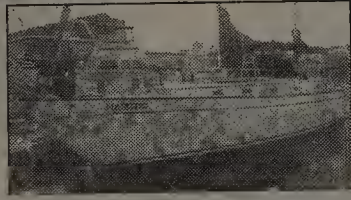
TASWELL 50 ALL SEASON, 2000
\$585,000

This Taswell 50 All Season is an absolute beauty! She has an upgraded engine and numerous other enhancements. *Blue Star* is a must-see for the serious offshore cruiser looking for comfort and style in a seaworthy boat. She will take your breath away! The owner has given careful attention to every detail on this ocean-crossing vessel to make it one of the most eye-pleasing and comfortable finds on the market today.

SELECT BROKERAGE



50' CHEOY LEE/ALDEN, '67
\$148,000 *Ave Maria* has been upgraded and maintained, and is being sold as a package with all navigational upgrades and additions, spares and sailing dinghy.



48' CELESTIAL, '85...\$195,000
With too much cruising equipment to list and a spare parts inventory to rival a chandlery, *Majestic* is ready to go back to the South Pacific.



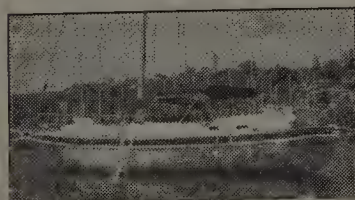
46' LE COMTE, '72
\$179,000

Completely refitted in 2000 to 'as new' condition and appearance, maintaining her original standards.



44' PETERSON, '76...\$132,000

Fast sailing, comfortable and capable offshore cruising yacht of rugged construction and low profile renowned for safety and speed underway.



41' MORGAN OUT ISLAND, '78
\$82,000 Voluminous 2 S/R liveboard capable of long-range cruising. Many mechanical & electrical upgrades, comfortable layout make her a good value.



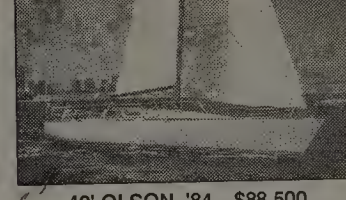
41' RHODES, '66
\$79,000

Excellent offshore boat with lovely classic lines. Located in La Paz waiting for the start of your Pacific adventuring.



40' HUNTER, '85...\$73,000

Without a doubt, the roomiest sailboat at 40 feet with as much or more space than a 45-footer. A good sailing boat offering lots of value for the dollar.



40' OLSON, '84...\$88,500

Constructed to blend integrity with her light scantlings, she'll glide effortlessly in light breezes and surf at more than 20 knots in a good blow.



40' HUNTER 40.5, '97
\$134,500

Nicely maintained and equipped vessel featuring a walk-through transom and comfortable cockpit.



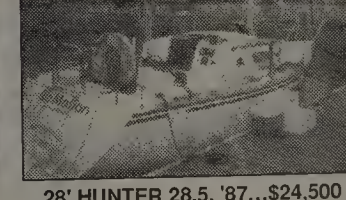
38' WESTWIND, '85...\$119,500

Offshore passagemaker with the versatility of a coastal cruiser and a shallow draft of 4'11". She has a long cabin house and a classic hull shape.



32' WESTSAIL, '76...\$49,900

Clean and well-maintained engine and recent new rigging. Regularly maintained, and there are no teak decks to cause potential concern.



28' HUNTER 28.5, '87...\$24,500

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53' Hennenjanger, 1977. *Spirit of Sydney* was custom built in Holland. Interior is Honduras mahogany and South American rosewood. The owner has just spent \$165,000 to bring this boat to bristol condition. check out the equipment list on our Web page. **\$285,000.**

MAZATLAN

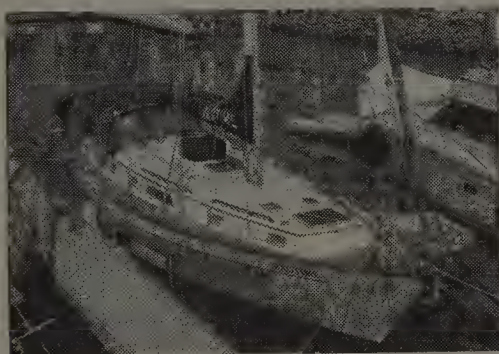
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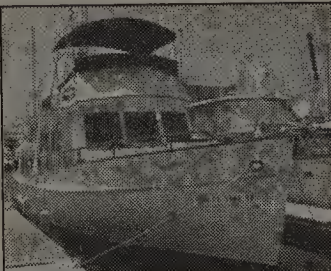
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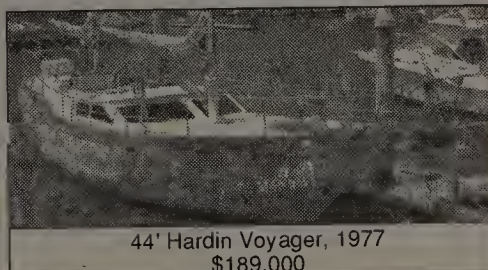
40' Passport, 1983-1987

Comfort and safety are incorporated in these classic Robert Perry designed boats. Solidly constructed, they are a favorite among cruisers and can be found all over the world.

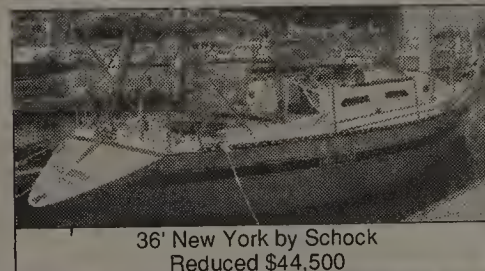
42'
Grand Banks
Europa,
1980
\$245,000



43' Hans Christian Christina, 1990
\$239,000

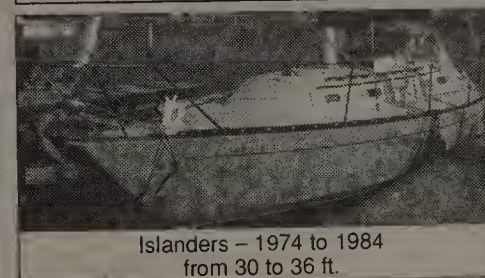


44' Hardin Voyager, 1977
\$189,000



36' New York by Schock
Reduced \$44,500

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63' Dynamique Elite 64 Cutter, '83	390,000
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48' Pacemaker Sportfisher, '78	128,000
48' De Dood Yawl, '61	269,000
46' Island Trader Cutter/Ketch MS, '84	139,900
46' Beneteau 456, '83	129,000
46' Formosa Peterson, '78	Reduced 110,000
46' Cal 2-46, '74	129,000
45' Hunter Passage 450, '97	257,500
45' Rhodes Cutter/Sloop by West, '78	129,000
44' Island Packet Cutter, '95	259,000
44' CSY Center Cockpit Cutter, '80	80,000
44' Hardin Voyager, '77	189,000
43' Hans Christian Christina, '90	239,000
43' Spindrift Pilothouse Cutter, '81	129,000
42' Grand Banks Europa, '80	245,000
42' Catalina, '92	118,000
41' Cooper 416 PH, '79	93,000
41' CT Ketch, '72	59,500
40' Beneteau Oceanis 400, '93	92,500
40' Passport Sloop, 1987	175,000

40' Passport Sloop, 1985	Reduced 129,000
40' Passport Sloop, 1983	169,000
40' Sparkman & Stephens Swift Ketch, '79 ..	110,000
39' Trojan 390 Express, '96	179,000
39' Bluewater Vagabond Cutter/Sloop, '84 ..	134,000
39' Corbin CC cutter, '79	99,500
38' Hans Christian Mk II, '80	110,000
38' Chris Craft 381 Catalina, '88	89,500
38' Morgan 384 Sloop, '83	79,500
38' C&C Mk II, '76	38,000
37' Irwin Mk II, '80	52,500
36' Beneteau First 36s7, '96	92,000
36' Freedom, '86	88,900
36' Watkins Sloop, '81	75,000
36' Schock New York, '81	Reduced 44,500

36' Islander Freeport, '80	58,000
36' Islander Sloop, '74	34,900
36' Islander Sloop, '73	Pending 25,000
35' Sea Ray Sundancer, '87	59,900
33' Riviera Sportfisher, '94	185,000
32' Swain Steel Pilothouse, '91	48,000
32' Columbia 9.6 Sloop, '76	30,000
32' Westsail Cutter, '76	55,000
32' Westsail Cutter, '75	37,000
30' Islander Sloop, '84	29,500
30' Clipper Marine, '78	6,900
28' Yankee Dolphin, '72	10,000
28' Bertram Flybridge, '72	100,000
27' Balboa Custom Sloop, '78, w/trailer	15,000
26' Beneteau Sportboat, '85	19,900

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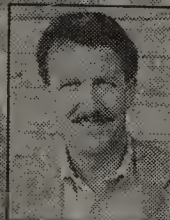
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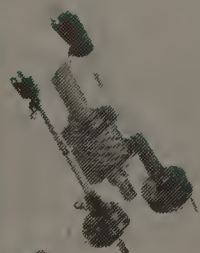
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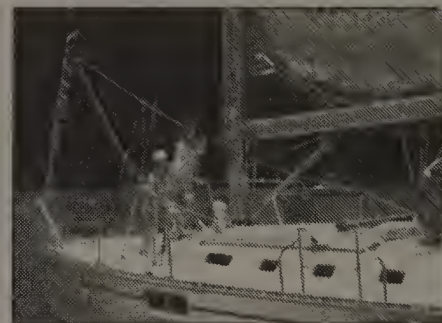
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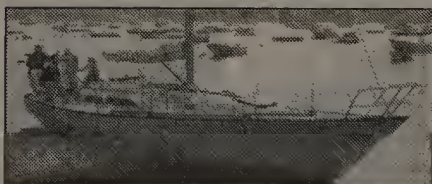
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Guaranteed. For more than 40 years, Tradewinds has focused on value! We love sailing and want to share it with as many people as possible. It's this dedication and passion that gives us the commitment to do more for you for less. We're not trying to sell you the most expensive program on the Bay or a fancy clubhouse, just a simple, easy, inexpensive way to get out and enjoy sailing's magic. Nobody else offers a three-class package of Basic Keelboat, Coastal Cruising and Bareboat – 80 hours of instruction – all for as little as \$995!*



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In addition to Basic Keelboat, Basic Coastal Cruising and Bareboat Chartering, we offer classes in: Advanced Coastal Cruising; both home-study and instructor-led Navigation Courses; Celestial Navigation; and specialty courses like introduction to Sailing and Heavy Weather Sailing. For even more practical experience and skill enhancement, we offer sailing trips up and down California's coast, and in exotic locations around the world.



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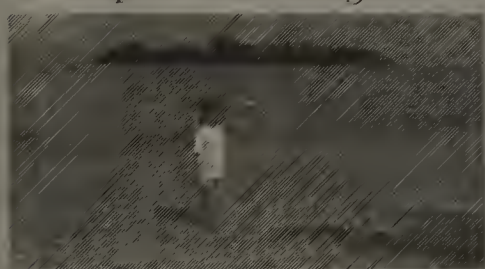


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your spot. We already have five boats confirmed, including three catamarans! We'll enjoy the first night in a resort hotel on the beaches of La

Paz, then board the yachts in the morning. We'll see dolphins and swim with the sea lions, have anchorages and beaches all to ourselves, and warm clear water for fantastic snorkeling. Plus, the boats will be fully provisioned. Last May, we enjoyed bacon-wrapped filet mignon, shrimp, chicken, port, fresh fruit, breads, veggies, snacks, and even ice cream on the boat! And then we caught local fish and lobsters to boot! After reluctantly returning the boats at the end of the week, we'll have another night at the resort, and a chance for shopping, more relaxing, or a taste of the night life in La Paz. Price, including airfare, hotel, transfers, and fully provisioned boats is just \$1595 per person. Call today! *More great vacations are on our website, too!*

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TransPac Update Corner

Congratulations to Tradewinds Sailing Club members John Burell, Lindsay Jones, Carlos Lamas and Chris Mellor who were selected to crew on our boat in the 2003 TransPac. Thanks to everyone who was interested and took the time to come to the meetings and go sailing. I just wish we had a much bigger boat so we could take everyone that wants to go! The crew met in early January to set up practice schedules and assign many of the tasks to get the boat and equipment prepared. It's exciting alright, but it's also a huge undertaking. We're out to prove that you don't have to be a sailing rockstar to successfully race across an ocean. And if we can do it, so can you!

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Hunter 23 (4)	\$95	
Newport 24	\$95	
Catalina 25	\$95	
Catalina 27 (2)	\$140	Unlimited use of all these boats \$175/mo
Ericson 27 (4)	\$140	
Newport 28	\$140	
O'Day 28	\$150	
Hunter 28.5	\$150	
Cal 29	\$150	
Lancer 30	\$150	Unlimited use of all these boats \$215/mo
Catalina 30 (3)	\$170	
Newport 30 (2)	\$170	
Hunter 30	\$170	
Dufour 31	\$170	
Cal 31 (2)	\$180	
Hunter Vision 32	\$195	Unlimited use of all these boats \$295/mo
Catalina 36	\$240	
Islander 36	\$240	
Hunter 36	\$240	
C&C 40	\$275	

* per month based on a 12 month membership

Of course there are a few details and restrictions, but it's really simple. \$350 initiation fee is waived for Tradewinds Sailing School students. \$300 annual club membership fee applies to both plans. Give us a call to learn more – we're here every day, and we're nice people, too.



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Sail-a-Small Boat Day

Saturday, March 1, 2003 from 11 AM to 4 PM

Free rides in Centerboard Sailboats at Richmond Yacht Club

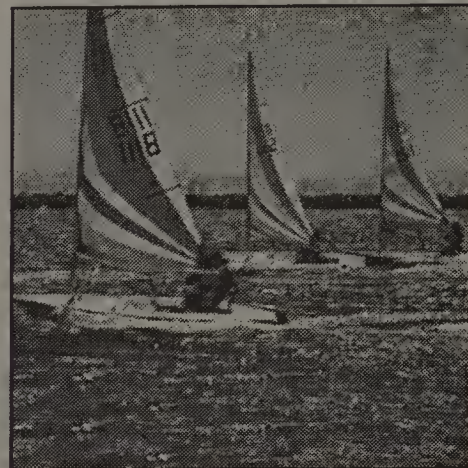


On Saturday Dec. 7, the Richmond Yacht Club invites you to Sail-A-Small Boat Day. This is your opportunity to try out more than fifteen different small boats on San Francisco Bay — absolutely free. Our goal is to get you out on the water, sailing in some of the finest conditions you will find all year.

Come experience some fast and fun dinghy sailing. You can try sailing in 29ers, International 14s, 505s, FJs, El Toros, DeWitts, Ultimate 20s, Bytes, Mega Bytes, Lasers, Sunfish, Thistles, Lightnings, International Canoes, Wylie Wabbits and Snipes.

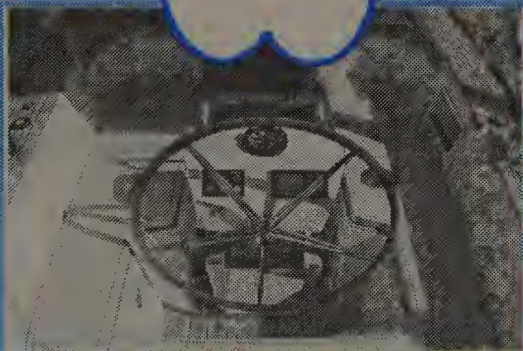
Whether you are looking for the unsurpassed exhilaration of a small one design dinghy like the 505, where the boat planes over the waves at more than 10 knots, or you want the mental challenge found in large fleet racing, like the El Toros and or Lasers, where you match tactics and strategy on a constantly moving playing field, you can find it all at Sail-A-Small Boat Day.

Starting at 11 in the morning until 4 in the afternoon representatives from all the classes will be available to show you their boats on display in the boat yard and then get you into the boats already in the water. You'll get a chance to sail in the RYC harbor and in the Potrero Channel — the very best for warm and sunny midwinter sailing.



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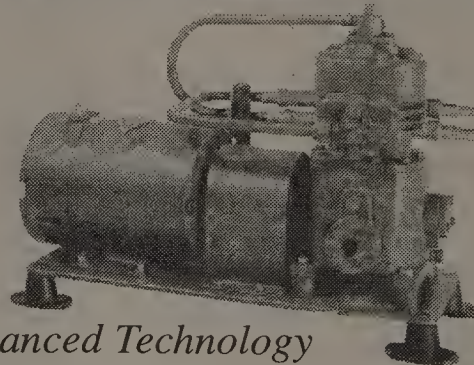
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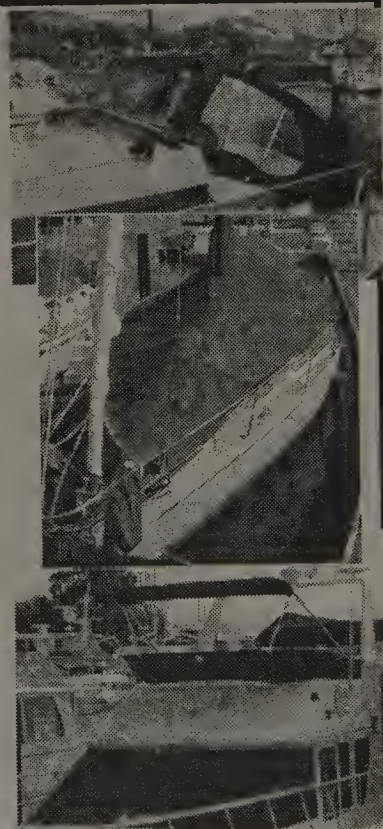
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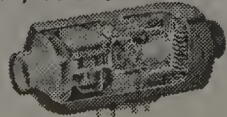
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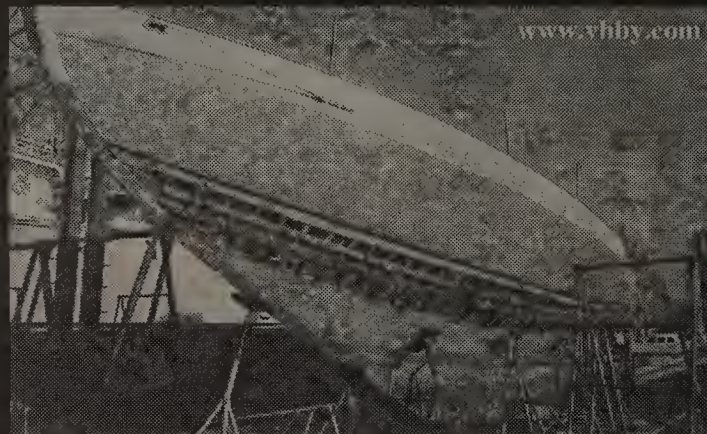
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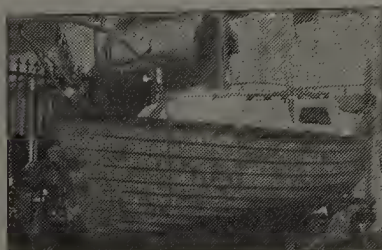
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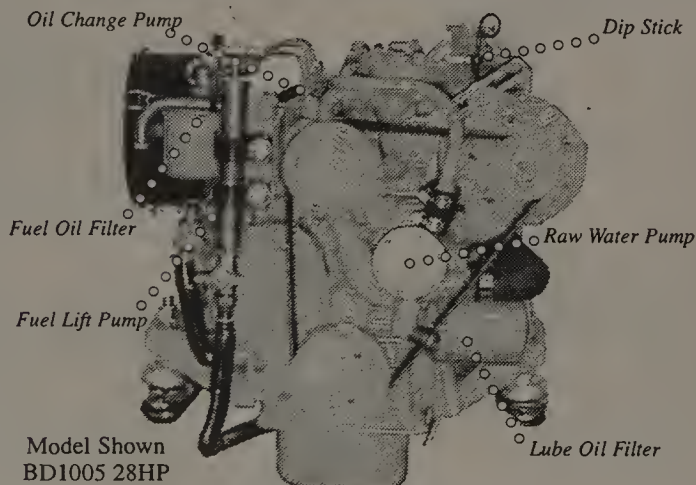
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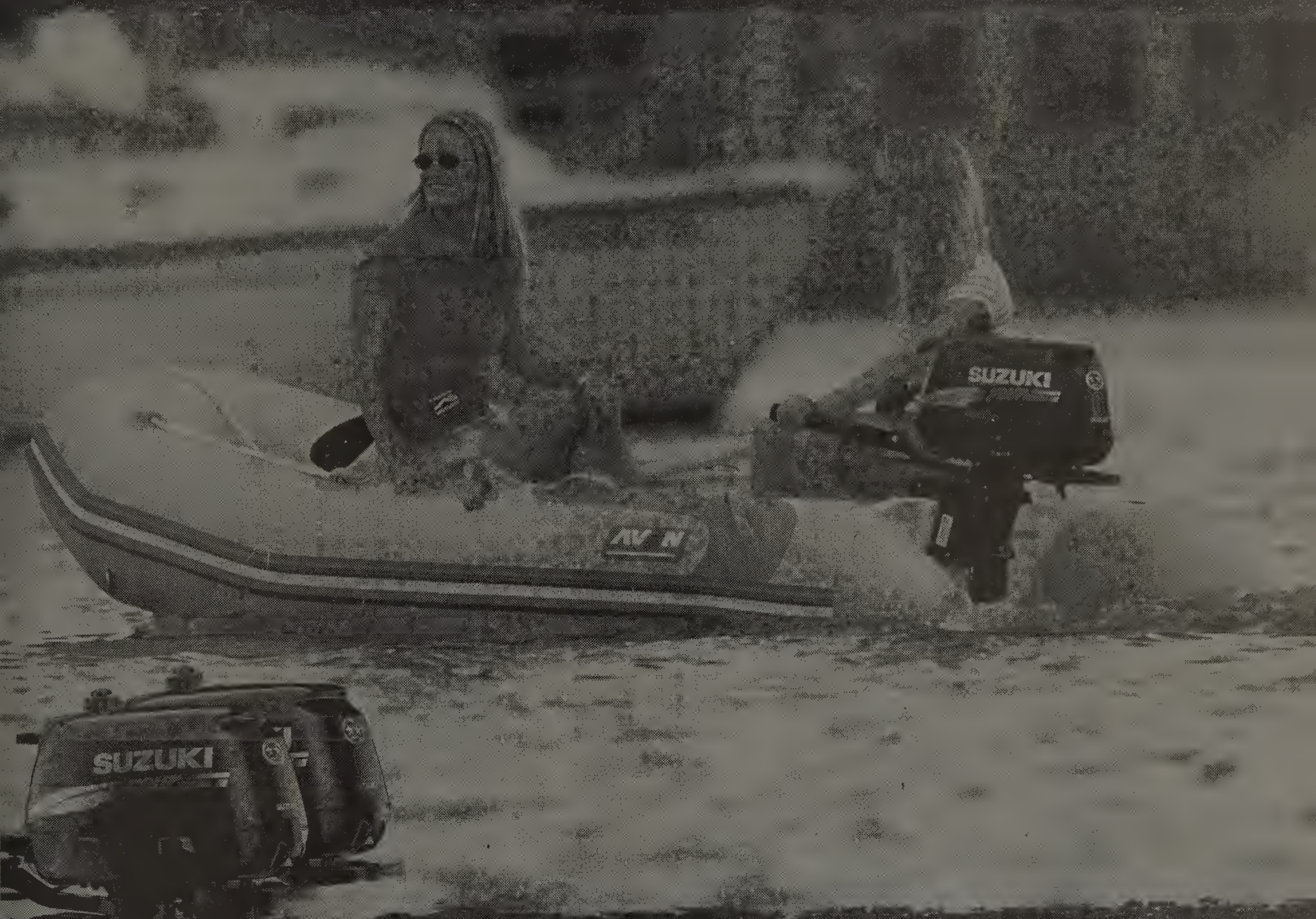
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CALENDAR

Nonrace

Jan. 24-Feb. 2 — Northern California Boat Show at the Alameda County Fairgrounds (Pleasanton). Hurry, it's almost over! Info, www.ncma.com.

Jan. 29-Feb. 2 — Second Annual Zihua Sail Fest, a cruising rendezvous in Zihuatanejo, Mexico. For details, email Jimmie Zinn at jimmiejane@hotmail.com.

Feb. 1-2 — North U. Trim Seminar (for racers) in San Francisco. Details, (800) 347-2457, or www.northu.com.

Feb. 7 — "Cal 40/Transpac Revival" at Alamitos Bay YC, 7-9 p.m. Designer Bill Lapworth and first owner George Griffith will be there, among others. Dick Finnegan, (310) 377-4762.

Feb. 8 — North U. Trim Seminar in Santa Cruz. See above.

Feb. 12 — "Boathandling and Heavy Weather Sailing", a lecture/slide show by Commodore Tompkins at the Sausalito West Marine store, 7 p.m. Admission is \$10 and limited to the first 100 people. RSVP to Rann Phibbs, 332-0202.

Feb. 14 — Don't forget Valentine's Day!

Feb. 14 — Single Sailors Association monthly meeting, with guest speaker Captain Rick Zombeck (Alameda Fire Dept.) talking about boating and fire safety. Ballena Bay YC; 6:30 p.m. cocktails; 7:30 p.m. meeting. Info, (510) 273-9763, or www.sail-ssa.org.

Feb. 16 — Full moon on a Sunday night.

Feb. 18 — S.F. Bay Oceanic Crew group monthly meeting, featuring Kame Richards speaking on "How to Get the Most Out of Your Sails." Fort Mason Center, Building C, Room 210, 7 p.m., free. Info, 456-0221.

Feb. 18 — "Basic Safety & Seamanship", the first of ten weekly classes at Loch Lomond YC (San Rafael), 7:30-9:30 p.m. Class materials are \$45. USCG Aux. Flotilla 14. To register, call 209-9999.

Feb. 22 — North U. Cruising & Seamanship Seminar (for, as the name suggests, cruisers) in San Francisco. See Feb. 1-2 entry for contact info.

Mar. 1 — Sail-A-Small-Boat Day at Richmond YC, another opportunity to test sail about 15 different dinghies. Gail Yando, (510) 232-6310.

Mar. 5 — Pacific Puddle Jump Party for South Pacific-bound cruisers at Paradise Village, Puerto Vallarta. Info, 383-8200, ext. 112, or andy@latitude38.com.

Mar. 12 — Basic Coastal Navigation Class begins in Alameda, 7-9:30 p.m., the first of six consecutive Wednesday evening sessions. \$30 materials fee. USCG Aux. Flotilla 12-2. Info, (510) 601-6239.

Mar. 15 — Islander 36 Association spring meeting at San Francisco YC, 11 a.m. Charles Hodgkins, (510) 865-9045 or www.islander36.org.

Mar. 22 — Master Mariners Spring Potluck/Membership Drive at Pt. San Pablo YC. John Tucker, (510) 215-6620.

Mar. 30 — Berkeley YC Annual Swap Meet and BBQ, the first flea market of the season. Info, (510) 234-9787.

Apr. 5 — Daylight Saving Time begins — hang in there, just two months to go!

Apr. 23-27 — Sail Expo. Info, www.sail-america.com.

Racing

Jan. 28-Feb. 1 — Rolex Miami Olympic Classes Regatta (OCR). Info, www.ussailing.org.

Feb. 5, 1993 — Ten Years After, from an article titled "1993 Marina del Rey to Puerto Vallarta Race":

They came, they saw, they conquered.

"And it all seemed so easy this time," marveled Steve Taft, a crewman on Blake Quinn's victorious SC 70 *Holua*. "You know how some races you can't buy a break? Well, this was

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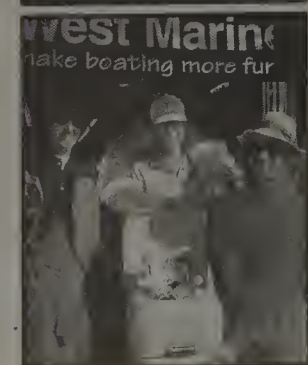
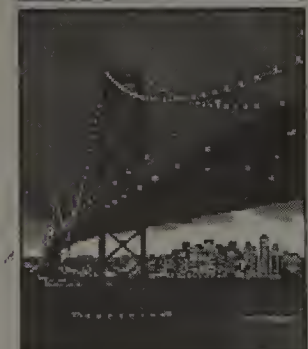
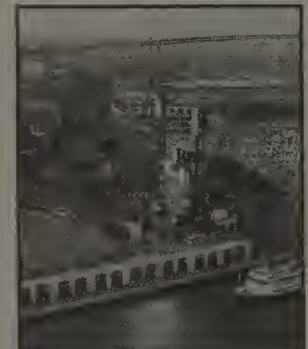
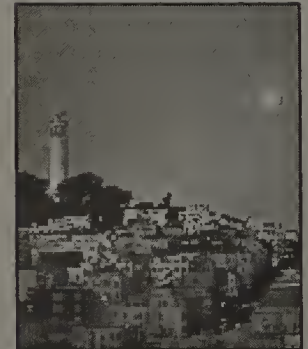
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CALENDAR

just the opposite — we couldn't do anything wrong!"

Indeed, the Newport Beach-based *Holua* swept the intimate 13-boat fleet in Del Rey YC's twelfth biennial Puerto Vallarta Race, finishing a staggering eight hours before the next two boats, *Pyewacket* and *Victoria*. *Holua*'s elapsed time was 5 days, 18 hours and 39 minutes — 19 hours behind Joss's 1985 record run, but still a respectable 8.1-knot average for the 1,125-mile course.

Though *Holua*'s nine-man crew didn't know it at the time, they had basically wrapped up the race after only three hours of sailing. "Before the start, I called the guys back into the cockpit and gave them my best Knute Rockne speech," explained Quinn, an easygoing 38-year-old 'tractor salesman' from Fresno (he and his family own the Valley's biggest Caterpillar franchise). "I told them that our boat was fast enough to run with the pack, and that we didn't need to hit corners or take flyers. I particularly stressed not splitting from the fleet... Half an hour later, it was obvious that no one listened!"

Faced with the immediate decision of which way to round Catalina Island, the majority of the sleds opted for the longer outside route, hoping for more wind. "We checked the weather observations out there, and came to the opposite conclusion," explained *Holua* navigator L.J. Edgcomb. "In retrospect, I think they all covered each other into oblivion!" Only *Kathmandu* — which broke her mast looking at sails a few days before the race and was virtually uncompetitive with their hurried splice job — followed them. "To be honest, I didn't sleep too well the first night," admitted L.J.

But the gambit paid off in spades. At roll call the next morning, *Holua* was 38 miles ahead of the stalled-out pack and seven ahead of *Kathmandu*, which continued to fade backwards throughout the race. With 1,000 miles left to go, *Holua* had already established an insurmountable lead, one they stretched to about 120 miles off Cabo San Lazaro. Other than a broken CD player, it was a 'Quintessentially' perfect trip for this close-knit crew, which also included Ken Brecker, Mark Chandler, Bruce 'Deli-Dog' D'Eliscu, Duffy Duffield, boat captain Mike Hein and Gordo Johnson. Unlike a lot of sleds, they drank a little wine and beer, and actually went fishing, reeling in a 10-pound wahoo for breakfast the last morning.

"Winning is important to me," explained Quinn, who previously owned a Santana 20 (*Known Offender*) and an Olson 30 (*Excitable Boy*) before fast-forwarding to *Holua* six months ago, "but not at the expense of having a good time. That's why I prefer to sail with my friends."

Feb. 7 — Pineapple Cup, aka the Montego Bay Race, a scenic 811-mile dash through the Bahamas to Jamaica. See *Race Notes* and/or www.montegobayrace.com.

Feb. 7-14 — 17th Biennial Puerto Vallarta Race, a 1,125-mile race from Marina del Rey to PV. Will *Pyewacket* break Joss's 1985 record? Del Rey YC, (310) 823-4664, or www.dryc.org.

Feb. 9 — Around Alone Race, Leg IV start. The 11-boat fleet will leave Tauranga, NZ, and sail 7,850 lonely miles to Salvador de Bahia, Brazil. Follow their progress at www.aroundalone.com.

Feb. 15 — 31st America's Cup begins, finally, in Auckland. Team New Zealand (Dean Barker) will square off against Swiss challenger Alinghi (Russell Coutts) in a best-of-nine race series. Follow the fun at www.americascup.yahoo.com.

Feb. 15-16 — Southern California Yachting Association Midwinters. SCYA, (562) 433-7426, or www.scya.org.

Feb. 19, 1983 — It Was Twenty Years Ago Today, from a *Sightings* piece called "Races Past":

In Del Rey YC's Marina del Rey to Puerto Vallarta race, a

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CALENDAR

1,125-mile jaunt that took most of the 18-boat fleet eight days to complete, overall honors went to the Ericson 35 *Aquarius*, owned by Mission Bay's John Belanich. His crew included Jack Bateman, Chuck Sinks, Mike Belanich, Jay Butler and Dave Belanich. Roy Raphael's Wylie 34 *Magic Too* was leading with less than 18 miles to go, but needed 4.5 hours to traverse the remaining distance. *Aquarius* brought a breeze up with her and made up enough time to win by 2.5 hours.

In Class A, the big surprise was the win by *Naiad*, a pilot-house Farr 45 owned by William Underwood, Jr. *Magic Too*'s Bruce Powell reports that there were several remarks about *Naiad*'s resemblance to a houseboat at the skipper's meeting before the start — but even more comments about "that fast houseboat" after the finish!

Winner of the race's sportsmanship award was Richmond's Dr. John Tysell, who thrice tried to get out the Golden Gate in order to deliver his boat to Marina del Rey. After breaking a finger (which required surgery), he finally unriggered his Peterson One Tonner *Kindred Spirit* and trucked it south to make the start. He ended up fifth in class and ninth overall.

The PV results were: IOR A — 1) *Naiad*, Farr 45, William Underwood Jr., SBYC; 2) *Magic Touch*, SC 40, Wayne Colahan, SBYC; 3) *Checkmate*, Peterson 50, Monte Livingston, DRYC. IOR B — 1) *Italian Stallion*, C&C 40, Enrico Ventura, SMYC; 2) *Ya Turko*, Peterson 40, George Antarr, PMYC; 3) *Illusion*, Choate 44, Ed McDowell, KHYC. IOR C — 1) *Aquarius*, Ericson 35, John Belanich, MBYC; 2) *Magic Too*, Wylie 34, Roy Raphael, RYC; 3) *Jump Up Charlie*, Ericson 38, Harold Pudewa, BYC.

Feb. 22-23 — Cardinal Regatta for high school sailing teams. Sequoia YC, (650) 361-9472.

Feb. 23 — BYC Midwinter Champion of Champions, a final shootout on the Berkeley Circle for podium finishers in the BYC Midwinters. Bobbi Tosse, (925) 939-9885.

Feb. 26-Mar. 2 — 62nd Acura Southern Ocean Racing Conference (SORC). Info, www.acurasorc.com.

Mar. 1 — IYC Sadie Hawkins Race, a female-skipped, fully-crewed Estuary race. JoAnne McFee, (925) 254-5384.

Mar. 1-2 — Spring Keel Regatta for Express 27s, Melges 24s, Moore 24s and J/24s. StFYC, 563-6363.

Mar. 7-9 — 23rd Heineken Regatta on St. Maarten, which routinely attracts 200+ boats. A good excuse to head for the Caribbean! See www.heinekenregatta.com for details.

Mar. 8-9 — Spring Dinghy Regatta for I-14s, 29ers, Lasers, Laser Radials, Finns, Europes, Vanguard 15s and Bytes. StFYC, 563-6363.

Mar. 8-9 — Big Daddy Regatta, including the return of the diabolical "Double Starfish" course on Sunday. RYC, (510) 237-2821.

Mar. 14-16 — San Diego NOOD Regatta, co-hosted by *Sailing World* and SDYC, (619) 221-8400.

Mar. 15 — IYC Doublehanded Lightship Race. See www.iyc.org, or call JoAnne McFee, (925) 254-5384.

Mar. 15-16 — Spring One Design Regatta for Farr 40s, J/120s, Beneteau 40.7s, Express 37s, J/35s and J/105s. StFYC, 563-6363.

Mar. 15-16 — Columbia 5.5 Nationals. Alameda YC; M.L. Higgins, (510) 748-0289.

Mar. 22 — Doublehanded Farallones. BAMA; Randy Devol, (408) 483-3627.

Mar. 22-23 — Wheeler Regatta. Berkeley YC; Bobbi Tosse, (925) 939-9885.

Mar. 28-30 — 30th Annual International Rolex Regatta at St. Thomas, USVI. Info, www.rolexcupregatta.com.

Mar. 29 — OYRA/AYC Lightship Race. YRA, 771-9500.

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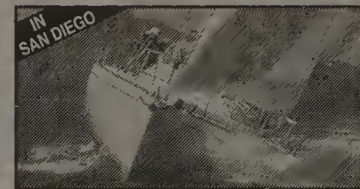
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70' Santa Cruz, '87, <i>Mongoose</i> *	425,000
53' Santa Cruz 52, '00, <i>Impulse</i> *	829,000
53' Swede 55, '83, <i>Kyle</i>	120,000
53' J/160, '99, <i>Ruffian</i> *	849,000
53' J/160, '96, <i>Bushwacker</i> *	649,000
53' Santa Cruz 52, '99, <i>Triumph</i> *	700,000
48' J/145 #6, '01, <i>Jeito</i> **	619,000
47' Gulfstar, '80, <i>Paragon</i> *	155,000
46' Kelly Peterson, '97, <i>New Horizon IV</i> *	229,000
45' Nelson Marek, '94, <i>Who's Yo Daddy</i> *	249,000
41' Bianca 414, '80, <i>Sundog</i>	65,000
40' J/120, Hull #153	New Boat
40' J/120, '99, <i>Hot Rod Dolphin</i> *	249,000

40' J/120, '99, <i>Galapagos</i>	New Listing \$200,000
40' Bayliner Avanti Express, '98, <i>Joyride</i>	195,000
40' J/120, '00, <i>Grace Dances</i> *	279,000
39' Cal 39, '80, <i>Mystic</i> **	79,000
38' Morgan 382, '80, <i>Mintaka</i> *	58,000
37' Pearson, '82, <i>Hasl Free</i> **	42,000
36' Sweden, '84, <i>Joystick</i> **	99,000
35' Riptide 35, '95, <i>Ripple</i>	95,000
35' J/105, '01, <i>Scaramouche</i> *	139,900
35' J/105, '01, <i>Sundance</i>	139,000
35' J/105, '01, <i>Incorrigible</i> *	139,000
35' J/105, '96, <i>Konza</i>	Pending 96,500
35' J/105, '94, <i>Xtreme</i> **	99,500
35' J/35, '85, <i>Blue Streak</i> **	49,500
35' J/35, '85, <i>Jammin</i> **	59,900

35' J/35, '85, <i>Pazzo</i> **	55,000
35' One Design, <i>KT's Choice</i> *	108,000
35' Tartan 3500, '01, <i>Jolie Vent</i> *	New Listing 167,500
33' J/33, 1988, <i>Troubadour</i>	53,500
33' Synergy 1000, '99, Hull #2**	65,000
31' Tartan 31, '89, <i>Pointer</i> *	63,900
30' J/92, '97, <i>Coyote</i> *	49,000
30' J/30, '79, <i>Slingshot</i> **	23,000
29' Davidson 29, '85, <i>Kokopeli</i> **	52,000
24' J/24, '79, <i>Bubba</i> *	10,000

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CALENDAR

Mar. 31-Apr. 6 — BVI Spring Regatta and Sailing Festival, now a weeklong event including racing to and from the Bitter End YC. Info, www.bvispringregatta.org.

May 3-4 — Vallejo Race. YRA, 771-9500.

Midwinter Race Series

ALAMEDA YC — Estuary Midwinters: 2/9, 3/16. M.L. Higgins, (510) 748-0289.

BERKELEY YC — Chowder Races: Sundays, Oct.-March, except during the BYC Mids. Paul Kamen, (510) 540-7968.

BERKELEY YC — Berkeley Circle: 2/8-9. Bobbi Tosse, (925) 939-9885.

CORINTHIAN YC — Midwinters 2003: 2/15-16. CYC, 435-4771.

ENCINAL YC — Jack Frost Series: 2/15, 3/15. Les Raos, (925) 349-6728.

FARR 40s — Midwinters: 2/1-2, 3/1-2. Jeff Zarwell, 595-8364.

GOLDEN GATE YC — Seaweed Soup Series: 2/1, 3/1. Chris Joyce, 821-4467.

LAKE MERRITT SC — Robinson Memorial Midwinters: 2/8, 3/9. Duncan Carter, (925) 945-6223.

OAKLAND YC — Sunday Brunch Series: 2/2, 2/16, 3/2. OYC, (510) 522-6868.

RICHMOND YC — Small Boat Midwinters: 2/2, 3/2. RYC, (510) 237-2821.

SANTA CRUZ YC — Midwinters: 2/15, 3/15. SCYC, (831) 425-0690.

SAUSALITO YC — Midwinters: 2/2, 3/2. Tim Prouty, 331-5204.

SOUTH BAY YRA — Winter Series: 2/1, 3/1. Mike Satterlund, (408) 947-8211.

SOUTH BEACH YC — Midwinters: 2/8, 3/8. Joel Davis, (510) 881-5177.

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at editorial@latitude38.com. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

February Weekend Currents

date/day	slack	max	slack	max
2/01 Sat	0142	0401/2.3E	0707	0957/2.9F
	1245	1604/5.1E	2002	2307/3.9F
2/02 Sun	0221	0440/2.4E	0752	1041/2.8F
	1330	1645/4.8E	2042	2344/3.7F
2/08 Sat		0256/2.0F	0602	0900/2.9E
	1315	1558/1.8F	1908	2122/1.6E
2/09 Sun	0050	0347/1.7F	0647	0955/3.0E
	1419	1714/1.9F	2023	2223/1.3E
2/15 Sat	0043	0254/2.2E	0601	0854/2.8F
	1141	1503/5.2E	1859	2200/4.0F
2/16 Sun	0121	0336/2.6E	0643	0938/3.1F
	1227	1546/5.3E	1937	2236/4.1F
2/17 Mon	0156	0418/3.0E	0727	1023/3.3F
	1314	1630/5.3E	2015	2313/4.1F
2/22 Sat		0207/2.8F	0508	0818/4.1E
	1217	1511/2.8F	1832	2048/2.2E
2/23 Sun	0005	0304/2.4F	0601	0918/4.1E
	1331	1633/2.8F	1954	2158/1.7E

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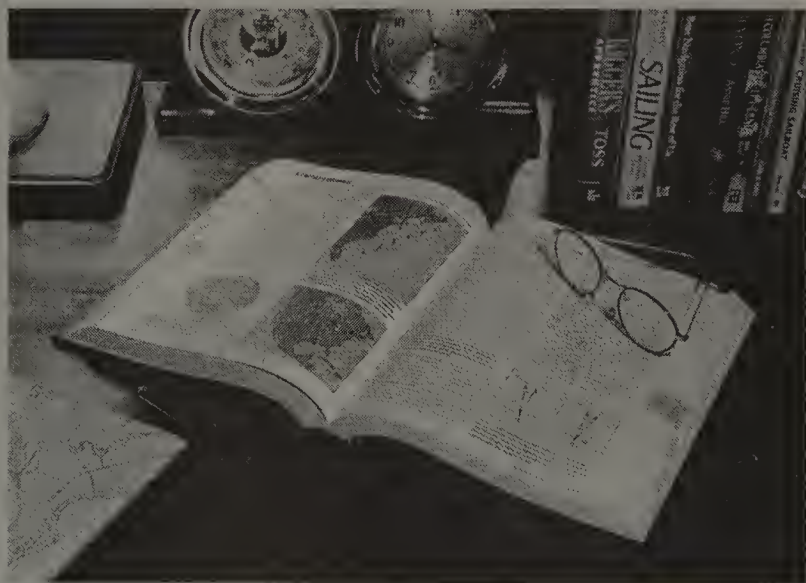
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LETTERS

↑↓SOME BOATS DID STICK TO THE OFFSHORE ROUTE

In the December issue, in response to a Hans Christian 38 owner seeking options to the Baja Bash for returning to the United States from Puerto Vallarta, you wrote, "To our knowledge, not a single one of the cruising boats that tried the offshore route last year stuck with it." I know of two boats that did stick with it.

Ken 'The General' Roper departed Puerto Vallarta for San Diego on January 15 aboard *Harrier*, his Finn Flyer 31. Sailing solo on the offshore route, he arrived, having not stopped, in San Diego on January 29. The maximum Roper went offshore was about 500 miles.

I also left Puerto Vallarta on January 15, also intending to make a solo offshore passage to San Diego aboard my Ericson 35 *Monhegan*.

After getting as much as 400 miles offshore and as far north as Punta Eugenia — more than halfway up the Baja coast — I had some problems. Previously — while about 120 miles north of Cabo — I'd lost the headstay bow strap. God guided me to an adequate jury rig, but it prevented me being able to set a sufficiently large headsail, so after January 23 progress was slow. And my provisions and water began to run low. In addition, my engine — which I'd only been using to charge the batteries — quit. The only place I could point to was Cabo, so I pulled in there on February 8.

After I made some repairs and new friends, I left Cabo on March 13 on a nonstop offshore passage to San Diego. On March 22, while some 380 miles off Punta Abreojos, I tacked back for San Diego. I arrived in San Diego on March 28.

Frank E. Gumbinger
Monhegan, Ericson 35
San Pedro

Frank — We appreciate you taking the time to correct us — and salute your perseverance. If anybody else attempts the offshore or clipper route back from California, we'd love to be able to get a plot of the daily positions in order to develop a database on this interesting strategy for returning home.

↑↓BEWARE OF THE 'NOON HANG'

I surveyed a 1971 Islander 30 Mk II today. The survey was to be a 'noon hang'. This means I would survey the boat in the water, then survey the bottom and exterior while she hung in the Travelift slings over the lunch hour. If she looked good, she'd be lowered back into the water rather than be set on the hard. I have done hundreds — possibly thousands — of 'noon hangs'.

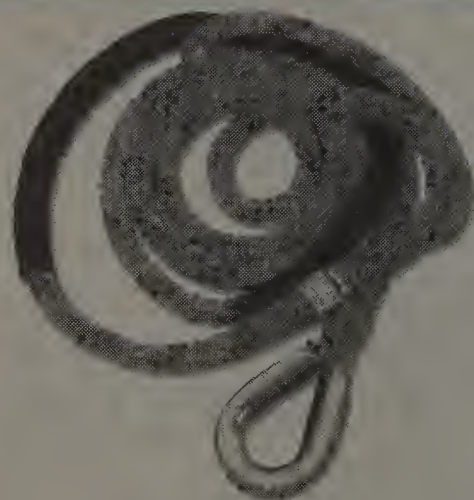
Things changed, however, when I attempted to close the head inlet gate valve, probably an original on the 32-year-old boat. The valve came off in my hand when the thru-hull fitting broke off. Oh well, I got a plug from my tool bag and pounded it in place. There wasn't too much water in the bilge, but it gave me a chance to test the bilge pumps. After stopping the minor leak, I notified the broker that the boat should probably be set long enough to replace that gate valve and a similar vintage gate valve on the engine coolant inlet. The galley sink and head discharge valves had been replaced with bronze ball valves sometime in the past by the vigilant original owner of the boat. Yeah, he owned her for 32 years!

When the boat came out on the lift, I walked around, hammer sounded the hull and did the rest of the things necessary. Just before I completed those tasks, the lift driver returned from lunch and the boat was moved to a spot where it could be cradled. I talked to the broker while the boat was cradled and the strap marks washed clean. I then walked

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LETTERS



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back over to the boat and noticed that at the partial bulkhead forward of the head there was an athwartships crack almost a foot long and about an eighth of an inch wide, from just to port of the centerline to near the waterline. This crack was completely hidden by the strap from the Travelift. Going back inside the boat, there was absolutely *no* indication of the problem. If I had only done the 'noon hang', I would have completely missed it!

More often than not, I have clients and brokers say, "The boat bottom was just painted a few months ago, so we will



What's beneath the straps? Be wary of the 'noon hang'.

just hang the boat for you to look at it while the lift driver takes lunch." I am probably going to rethink that policy. At the very least, I am going to add a disclaimer which states something like, "The vessel was hanging from a Marine Travelift

during the exterior survey, so the straps supporting the boat obscured areas of the hull and those areas were not visually or audibly inspected."

Oh, and one other thing. I wanted to know how much to charge the client for the plug that I used, so I looked up wood plugs in the 2002 West Marine catalog. Appropriately enough, they can be found on page 911.

Jack Mackinnon, AMS
Senior Marine Surveyor
San Lorenzo

↕BOAT INSURANCE

Permit me to set the record straight on Mike Barnett's letter in the December issue. As he stated, after my previous agent was unable to find me another carrier when my policy was cancelled, Bluewater did offer to insure my Cal 36 based in San Carlos with a U.S. company — even though I had recently advertised the boat for sale. The woman at Bluewater in San Diego was very helpful. I haven't decided whether to insure the boat or go bare, partly because the premium plus the cost of a required survey makes the cost of a new policy a bit pricey.

Anyway, I appreciate the excellent help from Bluewater. However, I didn't appreciate having Mr. Barnett question my integrity in his letter to *Latitude*. I suggest he reread my November letter to *Latitude* which was written before I had any contact with Bluewater. It said, in part, "Although I've never filed a claim with either, after one year, an American insurer and then a British insurer cancelled coverage on my Cal 36 in Mexico." A few weeks after writing that letter to *Latitude*, I spoke with a representative of Bluewater and, in response to her query about previous claims, I told her that there had been no claims on the Cal 36, but that I had had two small claims on my Express 27 moored in Detroit, one about 15 years ago and another about seven years ago.

Finally, please note again that my November letter to *Latitude* did not mention Bluewater or have any reference to the service they provided me, about which I have no complaints. I had never even heard of Bluewater at the time I wrote to

Got a minute?





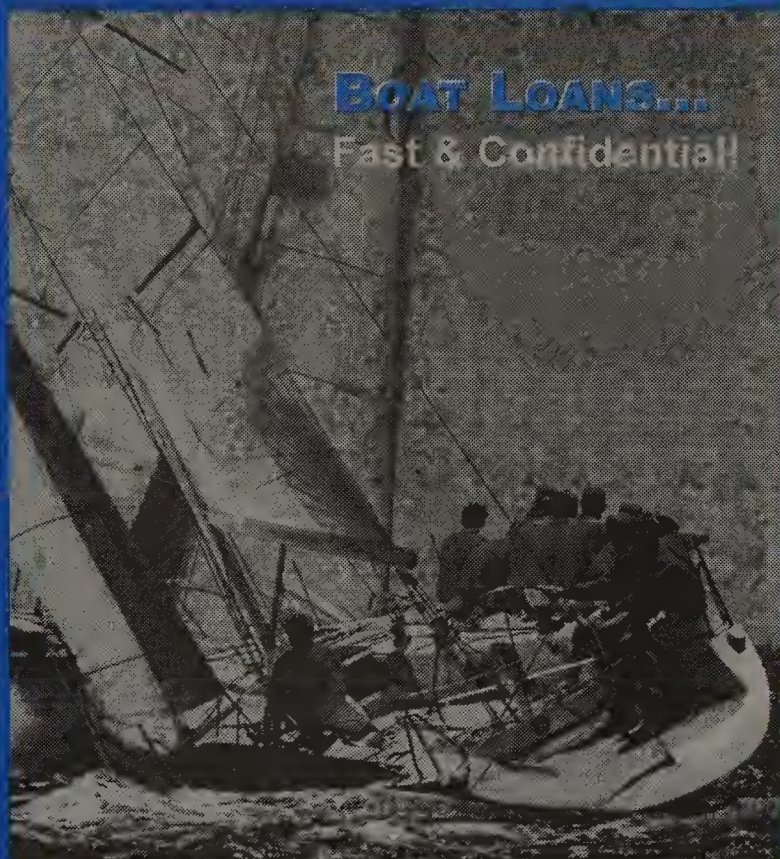
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LETTERS

Latitude. I was merely seeking help on where I could find coverage for my boat in Mexico. I don't appreciate having my name dragged through the mud by Mr. Barnett in your fine publication.

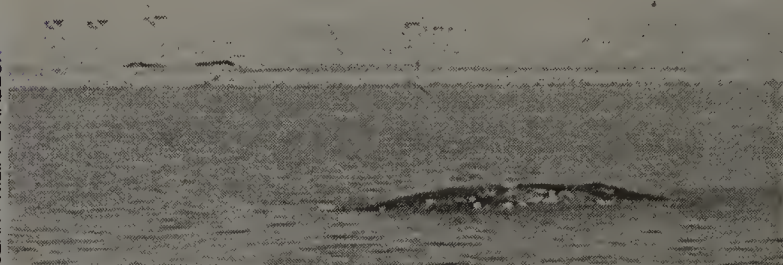
Ralph Deeds
Detroit

Ralph — It is we at Latitude who are to blame. For some reason it didn't register that there had been plenty of opportunity between the time you sent us your letter and the time that we published it, for you to have contacted Bluewater. Our blunder set the stage for misunderstanding, so we offer our sincere apologies.

↑↓WAIT A MINUTE, THIS IS ALAMEDA, NOT ALASKA!

I wanted you to know that I sighted a whale in the Alameda Estuary at 3 p.m. on January 12 while sailing my Tartan 26.

JEAN-PHILIPPE RABEUX



Was this whale bored with his usual 'commute' or simply lost?

It's not the best photo, but the shutter on my digital camera is so slow that I missed it four other times.

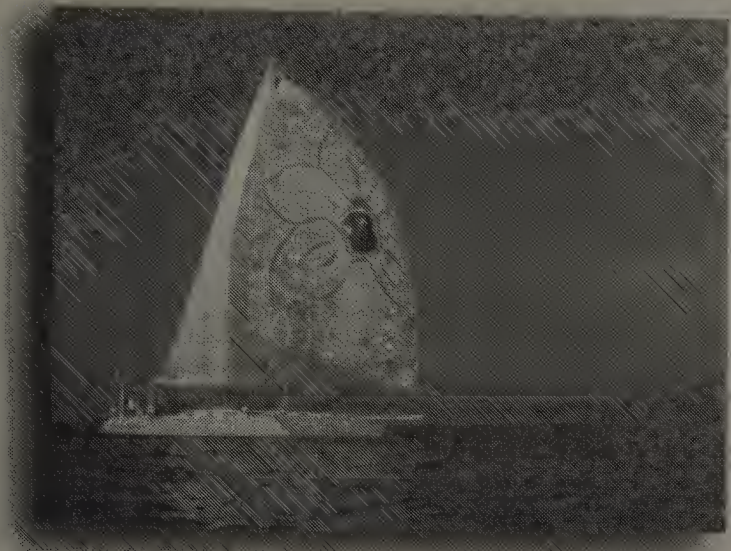
Jean-Philippe Rabeux
Saint Jean, Tartan 26

↑↓CRUISING ON THE EDGE . . . OF BEING PENNILESS

In 1988, my friend — now my wife — and I left San Francisco and headed south. On the way, we stopped at every marina, and in the process spent most of our cruising money. So when we got to Mexico, we were always broke. Our friend Pat Callahan and his wife had cruised Mexico in '85 and '86 on \$100 a week, but when we got there the price of beer had jumped from 12 to 24 cents! So, when we got to Puerto Vallarta, we had to pick up money at Western Union. Unfortunately, we needed our passports to get the money, and we'd left them back on the boat. It cost 12 cents each to ride the bus, but we didn't have enough money for both of us to ride.

While sitting in a hotel lobby waiting for the phone, we started talking to a couple about our tale of woe. He said, "How about a beer?" We accepted, and while we were talking, he said, "When I was a college student travelling in Europe and ran out of money, a complete stranger lent me \$100 when I needed it. So I'm loaning you two \$100 right now, you can pay me back when you get home."

On our way home, coming up the Baja coast, we needed fuel, so we pulled into San Carlos inside of Mag Bay. I had three watches that I had bought off a homeless person, and we traded two of those watches for 20 gallons of fuel. When we got to Turtle Bay, we needed more gas, but all we had was the last watch, a camera, and a new Makita drill. The gas guy took the last watch for 15 gallons, but we still needed beer. So we walked in the nearest hardware store — it didn't have electricity — and sold the drill to a couple who couldn't speak English. In order to get a ride back to the beach, we traded



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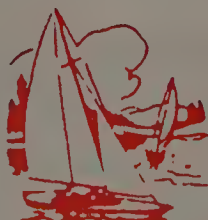


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LETTERS

our camera to the cab driver.

When we finally sailed into San Diego, all we had left was one beer, one Coke, and two gallons of fuel. We arrived on a Sunday, and the official told us it would cost more to check in. Rats! He suggested we anchor in the back bay until the next day. We went to the fuel dock instead. While the attendant helped tie our boat off, I said, "Hi, we just got in from Mexico and we're broke and we're out of beer."

"No problem," he replied, "I'll get you a case."

Yahoo, it was great to be back.

There were some interesting things about our trip. For example, we had a cat that used the toilet, we hit a whale, and another whale came up out of the water at eye level 10 feet away to have a look. People have told us that we ought to write a book, but we said, "It's just normal."

Carroll & Keri Skov
Bravo 2, Newport 30
Punta Gorda, Florida

Carroll and Keri — It's funny how things just seem to work out for adventurers. In the early '60s, at age 15, we got a summer job as a cook's helper at a camp about 90 miles north of Vancouver. All we had to do was get to the dock in Vancouver and catch the ferry. Although we had \$12 — a lot of money back then — and were happy to hitch all the way from the Bay Area, our overprotective parents, who were driving north anyway, insisted on dropping us off at the Oregon-Washington border. You've never seen a more pitiful sight than our mother bawling in the car while we were minding our own business trying to snag a ride. Although it was strictly against the law to hitchhike in Washington, we quickly got rides, and didn't even have trouble crossing the Canadian border. Having gotten to Vancouver a day early, we needed a place to stay. As we'd hoped, there was a movie theatre that — as was not uncommon in those days — played the same movie over and over, 24 hours a day. What we hadn't counted on was that the movie was *Who's Afraid of Virginia Wolf*, in which Richard Burton and Elizabeth Taylor screamed at each other throughout. After unsuccessfully trying to sleep through the third showing, we were going nuts. So we walked over to the Vancouver Police Station and asked what we had to do to get a cell for the night. The pleasant officer on duty said that if we just wanted a place to sleep, he'd let us have a cell, but if we wanted breakfast, we'd have to agree to be booked as a vagrant. There was a French kid about our age travelling in a similar fashion, and as the two of us were trying to decide whether or not we wanted breakfast, the police reporter for the Vancouver paper decided to take us under his wing. "Stay at my place for the night. My wife will cook dinner, and I'll drop you off at the ferry in the morning." And that's what happened.

The next summer we got a job as a garbage man outside of Salida, Colorado. We hitchhiked there in less than two days from the Bay Area, with less than \$7 in our pockets. People who gave us rides also insisted on giving us a little money, so we actually arrived with more money than we started with. A month later, we hitchhiked home with similar success, even though a co-worker came with us.

The point of all this is that we've never forgotten the many kindnesses strangers bestowed upon us when we were young and broke. Now that we're much older and have been fortunate enough to have made a little extra money, nothing delights us more than being able to help young adventurers with crew positions, food, and from time to time, some good old hard cash. We expect most of them will keep the tradition going later in their lives.

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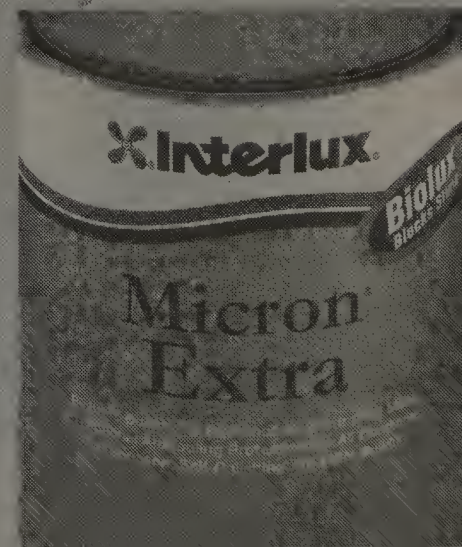
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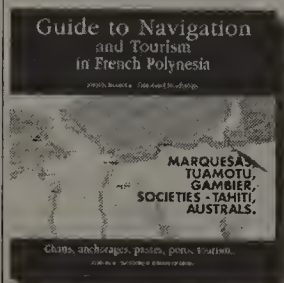




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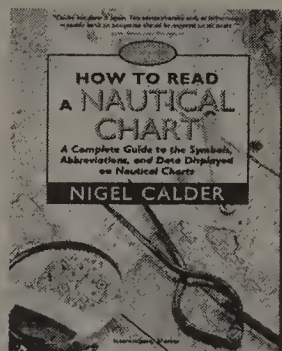
New Books for Navigating

New books are arriving daily at Waypoint! Here are two of our favorites:

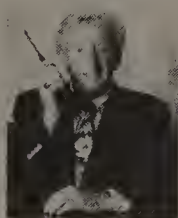


First-rate guides for Polynesia were hard to find--until now. *Guide to Navigation and Tourism in French Polynesia* provides navigation details with high-quality charts and aerial photos plus snapshots of island life. Outstanding!

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LETTERS

↕SAILBOAT AUCTIONS

I've heard that there are periodically sailboat auctions in different Bay Area marinas, and am interested in attending. Can you put me in touch with who puts such auctions on?

Jason Becker

Treasure Island, San Francisco

Jason — Perhaps one of our readers can help, because we're rarely aware of such auctions.

↕KITE SAILS FOR SAILBOATS

I have an idea that might seem ridiculous — but which also might be deserving of some second thought. I'll risk embarrassment and see what you think.

Is it possible that those new kite sails used by kiteboarders could be designed for use on a sailboat? I'm not an expert in the technical aspects of setting up such a rig, but it might be possible that a kite could replace the traditional mast and rigging on sailboats altogether. If you could eliminate the mast and rig, a boat would be simpler, less expensive, and more practical. And if my figuring is correct, a kite sail wouldn't create as great a heeling force on the hull as do traditional rigs, and would thereby eliminate the need for lead in the keel. Without the keel, the boat would be lighter and faster.

Also, the pull of the kite would seem to have a tendency to lift the boat up, just like the lift those kiteboarders have when they jump 30 feet out of the water. This would tend to make the boat even lighter, reducing wetted surface area and allowing the hull to move even faster through the water. Does this concept seem logical, or am I completely off my rocker and out of touch with reality?

If these basic concepts are realistic and these new kite sails prove to work well on sailboats, it might be the start of a new era in sailboat design and might make the typical sailboat obsolete. What do you think?

Matt Wilson

Pillar Point

Matt — Propelling sailing boats with kites is not a new idea. About 15 years ago, a French woman sailed a 24-footer across

the Atlantic using only free-flying kites as sails. Her boat had no mast, boom, or rigging, as she was trying to demonstrate that all boats should carry kite sails in the event they get dismasted. She made it — although crossing the Atlantic from the Canaries to the Eastern Caribbean is one of the easiest sails in the world in the sense that as long as you can stay afloat, the wind and current will get you there. Although she made it,

Is this the future of sailing?

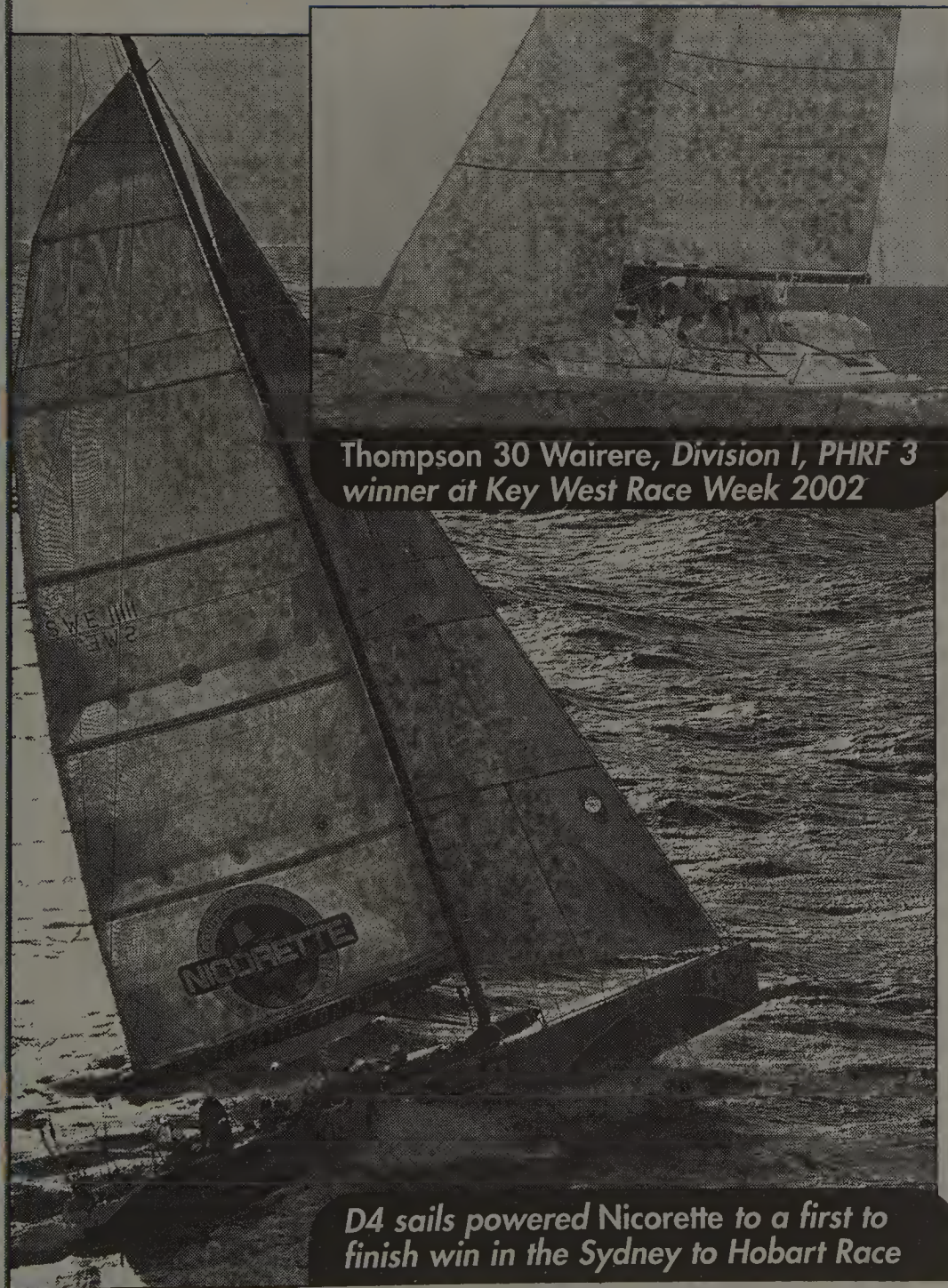
it must not have been such a great success, because we never heard any more about it.

If you read the January edition of Latitude, you saw that

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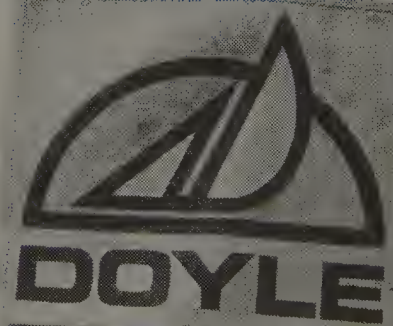


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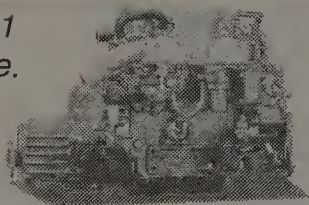
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LETTERS

Oracle BMW at least toyed with the idea of using a kite sail in the Louis Vuitton races. But the concept was clearly not yet ready for prime time. Frankly, we're not sure they ever will be, as there are enormous differences between kiteboards and more traditional sailboats. The two biggest are the sail area to displacement ratio and the theoretical hull speeds, which make them extremely different animals. But who knows what the future holds?

↑↓A SIMILAR BUT LESS SERIOUS INCIDENT

I've been reading about the serious hull damage suffered by Tony Johnson's Ericson 39 *Maverick* as she finished a transatlantic crossing. In the January 20 edition of *'Lectronic*, you wrote that the sort of damage that *Maverick* suffered is very rare to nonexistent. I remember a similar but less serious incident that Webb Chiles wrote about in his book *Storm Passage*. His boat developed a crack near the fin keel that caused him to bail almost continuously. His boat was an Ericson 37, which I'm pretty sure was also designed by Bruce King.

Mike Vacanti
Roseville

Mike — Bruce King designed both the Ericson 37 as well as the Ericson 39.

↑↓A CRACK RUNNING FROM WATERLINE TO WATERLINE

In your story on the Ericson 39 *Maverick* showing up at Carriacou in the Eastern Caribbean at the end of an Atlantic crossing with some major cracks in the bottom of the hull forward of the mast, it was said that such a thing is virtually unheard off.

I know of a similar incident off Marina del Rey about 30 years ago. A friend owned what I believe was a Columbia 29. While racing the boat one Wednesday night when it was a little rough, but nothing special, it fell off a wave. My friend didn't notice anything, however, and put the boat away in her slip. The next morning a nearby liveaboard phoned him to report that the boat's bilge pump had been running all night. My friend returned to his boat to find a crack running from athwartships waterline to waterline across the boat.

The boat was hauled out. The folks from Columbia inspected it and took it back to the factory that day. My friend got a new boat.

Joseph Launie
Macavity, Catalina 38
Santa Barbara YC

↑↓ANOTHER IRRESISTABLE DEAL OVER THE INTERNET

I'm forwarding this response I received to my ad to sell a Rhodes 19 in *Latitude* a couple of months ago. It's pretty weird.

"My name is Mr. Kenvil Leei. I'm a mechanical engineer from Germany, but am based in West Africa. I would like to know how much you are willing to sell this Rhodes 19 boat for, because I visited your website only to find out that the boat price was \$1,650. I will like to buy it in present condition. Before that, I contacted my client, who told me that that is the kind of boat he want, and that there is no problem with the price. I know that the boat is sold for \$1,650, but I told my client that the boat was \$6,500 and he agreed. So you should be expecting a cashier cheque of \$6,500. Will you please wire me \$3,850 via Western Union or Money Gram as soon as you get the cheque, and keep \$1,000 for yourself as terms of agreement between the both of us. I hope I can count on you for the balance, because I will be using it for settling my developers and

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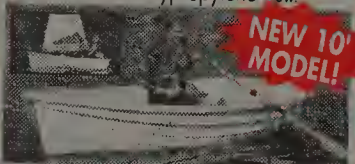
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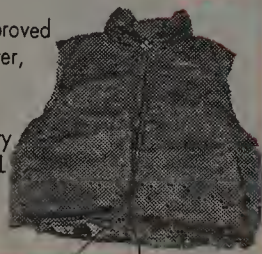
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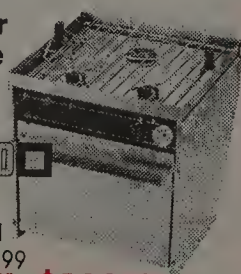


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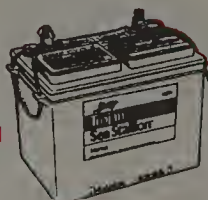


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LETTERS

properties manager on a house which is yet to be completed. The shipper will come to pick the boat without giving you any stress. So send your mailing address in this format where the cheque will be sent to."

He then listed his name, address, and phone numbers. I wonder if you've seen anything like it.

Eric Schoenberg
Tiburon

Eric — How cool is that, a middle man in Africa willing to screw over his client and split the proceeds with you, a complete stranger! We'd wire the guy the \$3,850 immediately, as there doesn't seem any way that you could possibly lose out.

But if you think you're lucky, listen to this. The illegitimate son of the sister-in-law of the third ex-wife of the Nigerian ambassador to Benin buried \$40 million U.S. in a local dump. The money was an ambassador's back pay from the year 2000. Anyway, the entire family except the illegitimate son was killed during rebel attacks. The son promised that if we would front him \$50,000 U.S. to hire people to dig the money up — labor must be expensive over there — he'd split the \$40 million with us, half and half. Is he a chump or what?! We have no idea how the Nigerian got our name or why he decided to confide in us, but we feel blessed. Naturally, we rushed out and sent the \$50,000. We're expecting our \$20 mil any day now — in fact, we hope it arrives soon, because we put a very large nonrefundable deposit down on an enormous boat. Actually, we were supposed to get the money before the end of the year, so we're sure that it's just a matter of days before we'll be able to go down to our local Western Union and pick up \$20 million in cash.

↑↓CLEARING REGULATIONS IN MEXICO AND THE U.S.

I didn't get a chance to read the November *Latitude* until yesterday, but when I did, I took particular notice of the letter by Sean Cody, who said he was surprised by the number of cruisers not respecting customs and immigration regulations in various countries. In your editorial response, you called for ignoring bad laws! And you included Mexican and French Polynesian regulations among the bad ones?

Are you aware of the U.S. regulations? For example, a French citizen cannot stay in America for more than three months if he or she doesn't get a visa before arriving. This is not a joke. After her three-month stay, a friend of ours went back to France, but when she tried to re-enter the United States a month later, she was stopped at the Dallas Airport. She was sent back to France the same day on the first plane, having been given no other reason than "you've already stayed enough."

European Union citizens do not need a visa to enter the U.S. as long as they stay less than three months — but this is only valid if they enter by plane. Do you know that French cruisers entering by sea must request a visa before entering the U.S.? Those who don't are stopped at Immigration, have to pay a heavy fine, and need to leave immediately. Getting such a visa is complicated and expensive.

Do you know that U.S. Customs gives a permit for one year to the visiting vessel, but the captain is supposed to show this permit to the Custom's office each time he travels to a new Custom's jurisdiction? It sounds a little bit like Mexico, no? Apparently this procedure is not enforced in the United States, but who knows when authorities might enforce it?

So do you think these U.S. regulations are bad? Should the foreigners ignore them?

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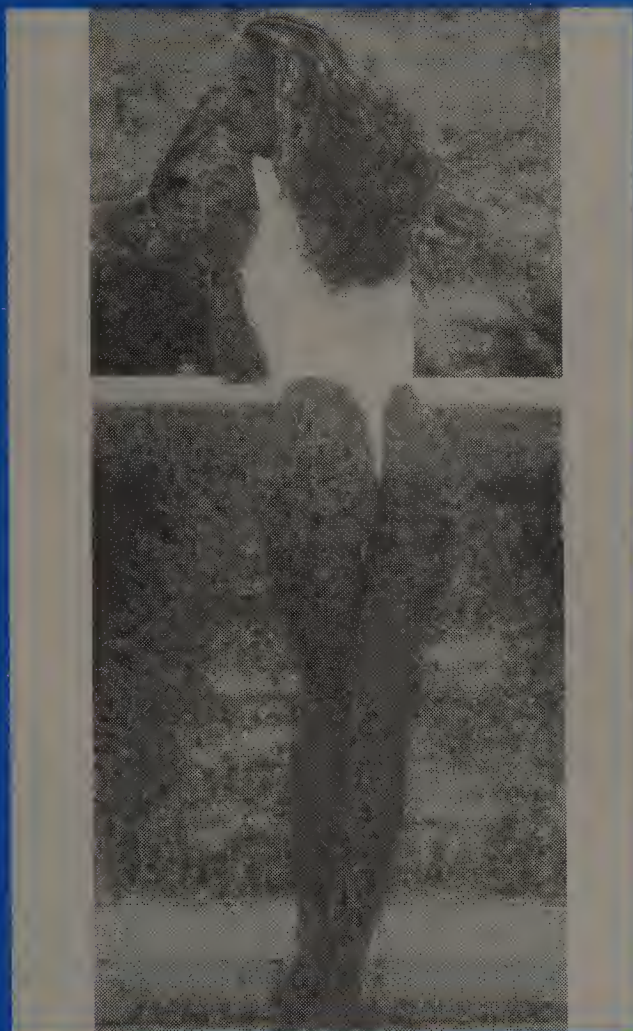
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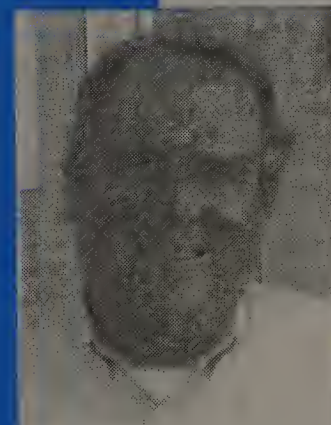


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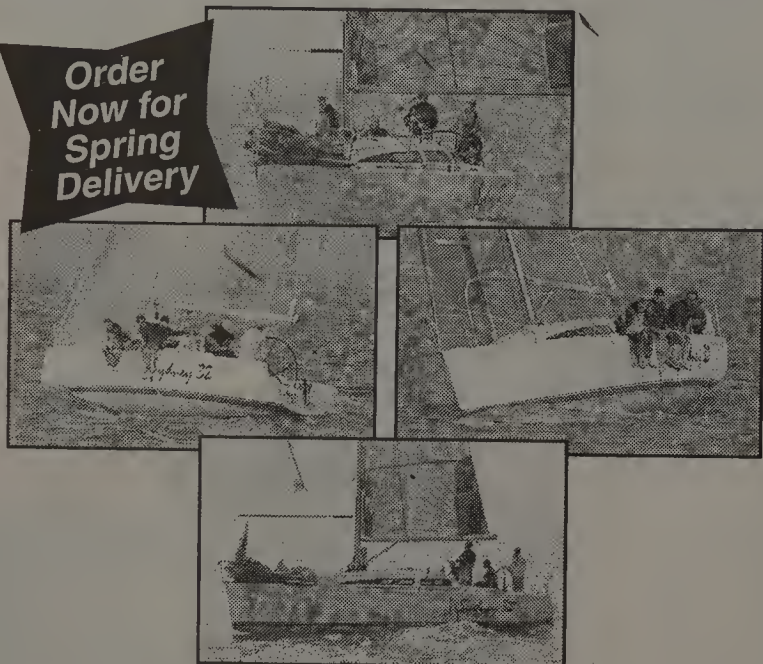
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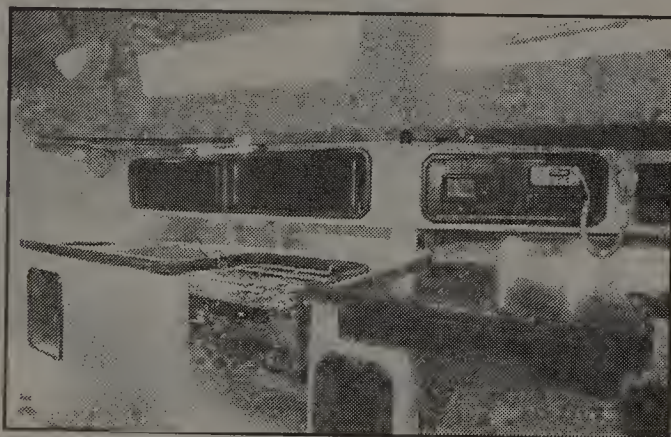
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LETTERS

My view is that the foreigners should follow the local regulations, and in fact, it is not so difficult. I would like to say that, having sailed in the U.S. and Mexico, that in general, the Coast Guardsmen as well as Customs and Immigration officers have been very nice everywhere we've gone so far. They have tried to help us rather than bother us.

I would like to make a suggestion that rather than sending letters to the Mexican or French authorities, who probably just do not understand what you want, why don't you contact the United States Secretary of State and ask him to negotiate a different agreement with the foreign countries, like a six-month stay without a visa for U.S. citizens in French territories, and a six-month stay for French citizens who arrive in the U.S. without visas. And in both the United States and Mexico, that the requirement to repeatedly check in be dropped.

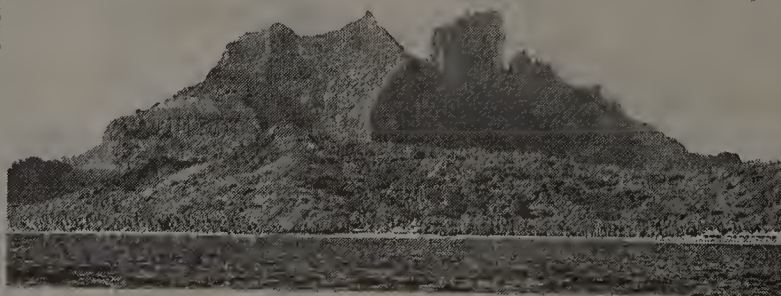
To finish, I would like to say that we like your magazine, as it is the best sailing magazine. Unfortunately, as we are sailing in Mexico now, they are not so easy to come by, and we are going to miss the 'sexy' February cover — which should be great!

Jean Luc Villevieille
La Soghia
Currently In Mexico

Jean Luc — Thanks for the kind words. If you'll please re-read our response to Cody's letter, you'll see that we wrote, "We don't condone ignoring customs and immigration laws."

There is a major difference between the customs and immigration laws in the United States on the one hand, and those in Mexico and in French Polynesia on the other hand. Mexican regulations are justifiably worthy of scorn because they aren't published for all to see, and because nobody — the Mexican

PHOTO COURTESY REFLECTIONS



If the French embassies and consulates say cruisers will get six months in French Polynesia, then they should get six months. Bora Bora photo.

officials included — seems to understand them well enough to enforce them uniformly. We know of instances when cruisers had to drive hundreds of miles to try to get clearances for their boats only to be sent back to the very place they started — to again be directed hundreds of miles away. If more cruisers than ever are blowing off clearing in to some Mexican ports, most of the blame lies with Mexico.

The problems with the regulations in French Polynesia are a little different. After years of giving arriving cruisers six-month visas for French Polynesia, without warning, and despite specific assurances from French embassies and consulates to the contrary, they suddenly limited visas to 30 days with no renewals. In so doing, they badly screwed up the plans of many people who had invested lots of time and money in their cruises, and who intended to leave lots of money in French Polynesia. If French Polynesia were an American corporation, it would

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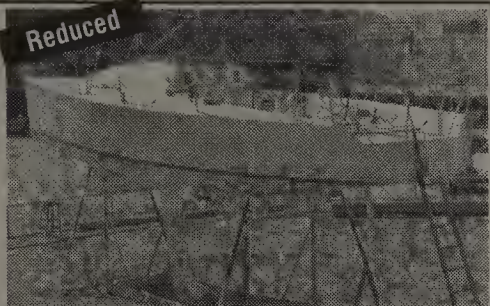
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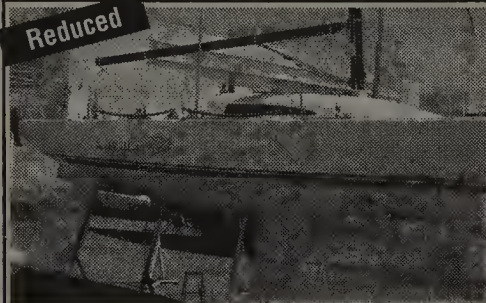
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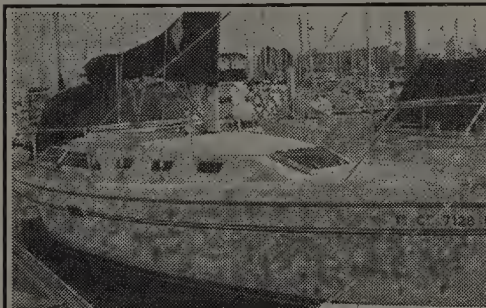


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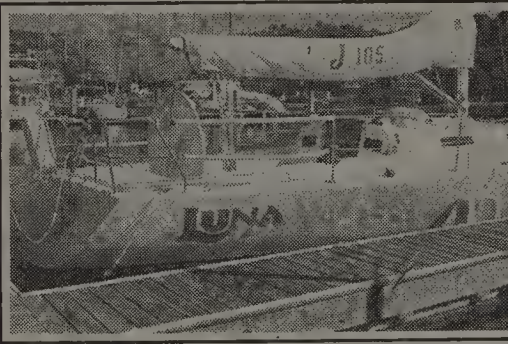
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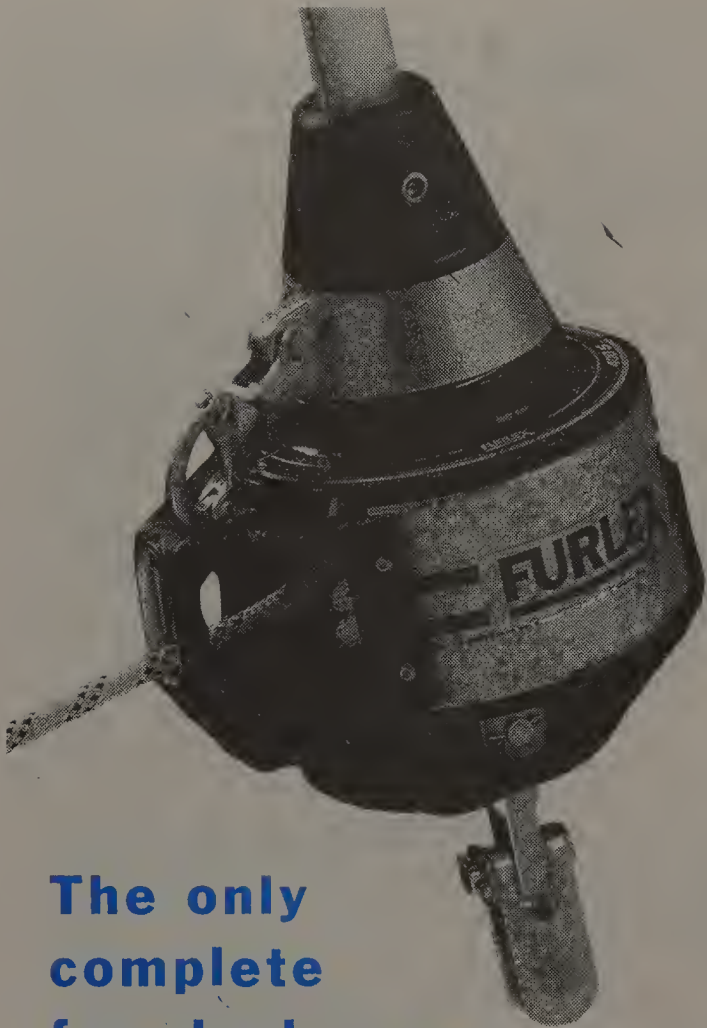
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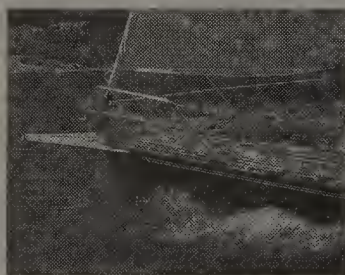


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have its butt sued three ways to Sunday. As was the case with Mexico, the problem was not with the cruisers, but with a bungling government.

All the foreign cruisers we've spoken with report that cruising regulations for the United States are easy to find on a website, are consistently enforced, and are not an undue burden in terms of time or money. Unfortunately, it's just the opposite for Mexico, and that's to Mexico's detriment. Furthermore, this is Mexico's issue to solve on its own, not something our State Department could or should get involved in. For more examples of how U.S. clearing procedures compare with those in other countries, check out this month's Cruise Notes.

As for the 'sexy February cover', it simply didn't happen. The Wanderer had everything set up: He was in St. Barts for two weeks, there were plenty of boats and perfect sailing and photography conditions, and the tall, blonde model was gorgeous, shapely, ready and willing. So what happened? The Wanderer really isn't sure. Part of it might have been boogie boarding a couple of hours a day at a beach sprinkled with beautiful young women frolicking around wearing little or nothing. Maybe there was too much of a good thing for him to get motivated. Then, too, after a year of banging at a keyboard for 12 hours a day, the Wanderer had drifted off into a state of extreme relaxation. Finally, he also lost a little bit of interest because just about every publication has followed Sports Illustrated's lead with a 'swimsuit' edition. The last straw was Ms. magazine, which came out with a 'Bikini Babes Of the Movement' photo spread. The Wanderer feels bad that he let you down, but not that bad, because there will be other opportunities.

↑↑MORE ORGANIZED, BUT MORE EXPENSIVE

While back in the Bay Area from the South Pacific over the holidays, I managed to catch up on the recent issues of *Latitude*, which friends had kindly saved for me. It's still a wonderful magazine and you haven't lost your touch. I gather from some of the recent letters that Mexico has instituted some troublesome and expensive rules for the cruisers. Do you think that any of the recent policy changes down there stem at least in part from some past cruisers whining pretty loudly about the comparatively tiny *mordida* paid here and there. Once upon a time most of the ports were pretty much left to their own devices by the central government, and few of the officials really wanted any 'help' running things. Ironically, those cruisers who were unhappy with the old system got their wishes. Things appear to have gotten more organized; they also got more expensive.

A similar kind of 'progress' has also occurred in the South Pacific, where yachts once were cleared in and out of the various countries with minimal expense and hassle, the past few years have seen substantial increases in fees and regulations. In Tonga, for example, a couple wanting to spend the cruising season in the country can expect to be assessed a few hundred U.S. dollars for Customs, Immigration, Health/Quarantine, and harbor fees. Ah, progress!

It seems to me that in recent years your responses to various letters complaining of fee and regulation increases are a little less sympathetic than previously. There are still at least a few of us who cruise on fairly tight budgets. To folks like us, a couple of hundred dollars here or there is likely to be a matter of importance. I hope you will still keep us all in mind when drafting your responses to your readers' letters.

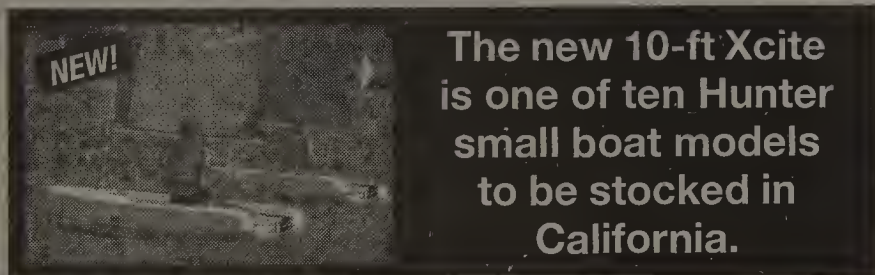
While visiting the Bay Area over the Christmas holidays, I experienced an acute case of helpless anxiety watching the path of cyclone Zoe. She first wreaked havoc on the eastern

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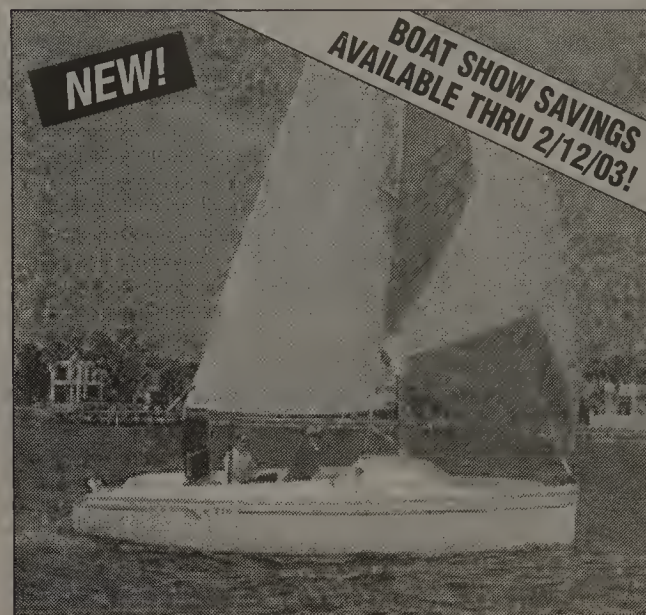


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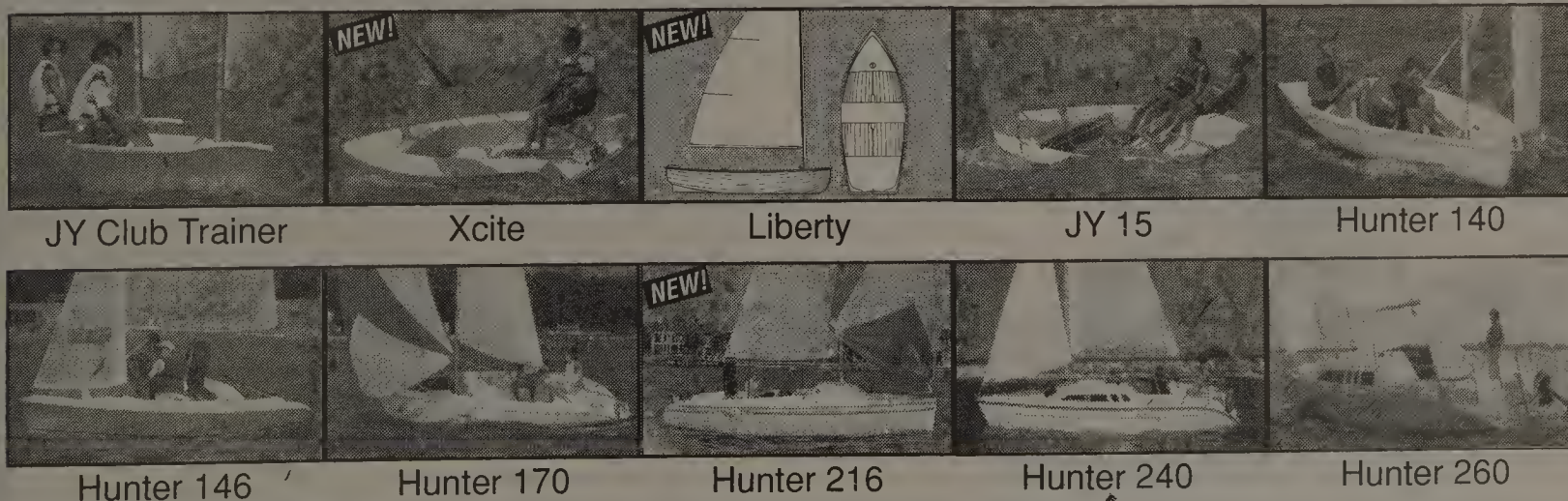


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LETTERS

Solomons (Santa Cruz Islands). Following that disastrous encounter, she abruptly reversed course and headed straight for Viti Levu, Fiji, and more significantly for my Folkes 39 *Nepenthe*. It was heartburn time. Fortunately, the wicked witch turned south at the last moment, leaving Vuda Point unscathed. I returned to Fiji to find that Nick, a retired Southern California cop aboard *Rise 'n Shine*, had rigged my heavy lines, just in case. It was a good move, and thanks go out for the courtesy. The cruising community's continuing spirit of helpfulness and support is heartening.

Not long after *Zoe*, cyclone Ami whistled down eastern Fiji, causing damage in Vanua Levu and the Lau Island group before heading for the Tongan capital, Nukualofa. There, among other things, she deposited the two aging Tongan supply vessels on the reef — which is, I suppose, better than sinking them outright. I reckon that about now potato chips, dip, and other such necessities are pretty hard to find in Vava'u and the Ha'apai. I bring up the cyclones in part because the weather wallahs of Fiji, New Zealand and Australia had predicted a mild summer hereabouts, and a shifting of the major bad weather events farther to the east. Currently I'm working on my own weather prediction system and comparing the results with the official ones. Though the details are proprietary, I can tell you that mine involves an Ouji board and dice. I'll let you know how it turns out.

Tom Scott
Nepenthe, Folkes 39
Vuda Point, Fiji

Tom — Since you were last in the Caribbean near the end of your circumnavigation, much has changed. Expensive cruising fees have been instituted at many islands, not just Anguilla. There are exceptions, of course, such as Martinique, which seems to be experiencing a marine boom in part because they don't appear to be trying to gouge cruisers. But generally speaking, it's a different cruising world, as most countries — Mexico included — are on a 'fee for services' bender like in the United States.

As for Mexico, the situation is a mixed bag. For first-time cruisers making all the stops, the \$20 hits every time they check in and out of a port, and the associated waste of time, adds up. But for someone such as yourself, who has been to all the bright lights and famous places and who, we suspect, no longer craves them, it's possible to spend a wonderful season in Mexico with only having to check in a half dozen times or so.

If we sound a little less sympathetic to cruisers who complain about the higher fees, it's because we don't see the point in whining. After all, do these people stop at the Golden Gate Bridge toll booths and try to negotiate paying \$3.50 instead of \$5? Furthermore, cruisers in Mexico do have options in the sense that they can simply bypass many of the places that have port captains — which is what we do. For example, we'll often anchor at Punta de Mita, which doesn't have a port captain, but never at La Cruz, which does. It not only saves us \$40, but doesn't waste hours of our precious vacation time.

↑↓ MAX TRANSPORTED ME BACK 200 YEARS IN TIME

*Max Ebb is always one of the first things I turn to when I get my copy of *Latitude*. I am always rewarded by a thoughtful, interesting article that is a pleasure to read.*

*In addition, my wife and I have just recently embarked on a delightful voyage of discovery via Patrick O'Brian's Aubrey-Maturin book series. Then came the January issue of *Latitude*, with Max Ebb writing about that series. I started read-*

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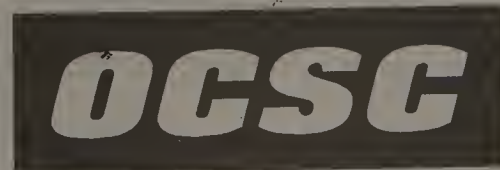
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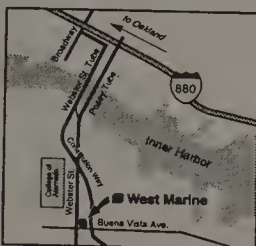
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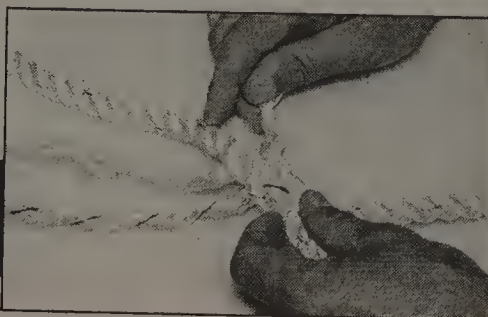
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LETTERS

ing *Max Ebb* and. . . *deja vu!* I found myself transported 200 years back in time, recognizing the situation, the quotations and the characters — even if one of them was named 'Capitaine LeHelm'. It was all just delicious! And, having a smattering of background in fluid dynamics, I enjoyed the author's allusive choices of ship names as well.

Latitude is indeed fortunate to have the superb talents of *Max Ebb* on board!

Sherman Duck
PE Alliance Laboratories, Inc.

Sherman — We couldn't agree with you more.

⇅ **LATITUDE IN ANTIGUA**

I own a Kelly-Peterson 46, and am trying to reach Doug Peterson, who designed the boat, or Jack Kelly, who marketed them. Do you have info on how to reach either one of them? Are they both still alive?

We're now sailing in the Antigua area, and I was reading my copy of *Latitude* while having breakfast ashore. At least four people asked me if they could have the copy when I was done with it! They're pretty rare in the Caribbean.

How can I get your writer's guidelines. I'd like to write an article about how much it really costs to operate a boat while cruising — and it's not the usual \$2,000/month most people write about. I want others to be aware of how fast things add up.

Stephen Lee
Sturdy
Santa Barbara

Stephen — It's our understanding that Jack Kelly is still alive, but retired many years ago. As of late last year, Doug Peterson was alive enough to have been sacked by Prada following Round Robin One of the Louis Vuitton Series. Peterson is not the most sociable guy in the world, and we suspect that he'd not be interested in discussing the fine points of the boat he drew the lines for 20 years ago. If you have questions about the Peterson 44 or 46, you should come right out with them, as there is a wealth of knowledge among the folks who read these pages.

For years now, we've been kicking ourselves for not setting up some form of Caribbean distribution, and your letter has spurred us to declare that — one way or another — we will soon have *Latitudes* shipped to St. Maarten, Antigua and Trinidad, if not elsewhere.

We've just recently posted our Writer's Guidelines on our website, www.latitude38.com. When it comes to the cost of cruising, we've generally found that people tend to spend whatever they have available — plus a couple of hundred more each month. As such, there are couples that cruise in the Caribbean for \$1,000 a month, and others that couldn't do it for less than \$10,000 a month. In any event, we'd love to hear about your experiences.

⇅ **THE RESTORATION OF GROOTE BEER IS NEAR**

In the 1988 issue with the Master Mariner's coverage, you published one of the best photographs I have ever seen of *Groote Beer*, the 52-ft cutter built in 1938. Would I be able to use it, with credits, for an article I'm putting together on her for Dutch sailors. If possible, I'd like to have you email me a TIF or GIF.

I don't know if you're aware, but *Groote Beer* is being rebuilt in Holland. A distant relative of the first Dutch owner picked her up in Oregon three summers ago, motored her up

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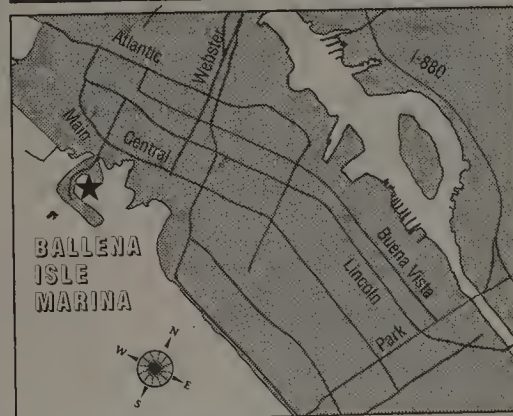


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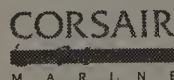
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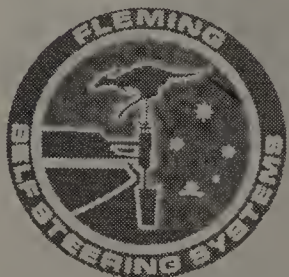
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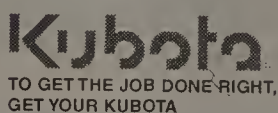
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LETTERS

to Vancouver, and shipped her to Holland on a freighter. Jan Willem de la Porte, the new owner, plans to relaunch *Groote Beer* this May and is trying to invite any of the surviving former owners. My list shows seven U.S. owners and two nonprofit organizations. Maybe this mention will drag some of them out of the (oak) woodwork. I plan to attend and do an article for the Puget Sound aficionados of the *Groote Beer*.

My connection to the story is the fact that my uncle built the spars, blocks and rigging for her during World War II. In the early '80s, I interviewed the builder and the broker who commissioned her in 1940 for the German owner. And I have located the heirs of the true original German owner — who was not Goering. At that time, Clifford Fremstad was the owner and a friend. I sailed on *Groote Beer* with him on the Bay. I didn't have the guts to publicize the Goering fable fearing that it would hurt the resale value.

Would you have any idea what happened to Cliff Fremstad and why *Groote Beer* slipped/slept away in an Oregon slip?

I am not going to mention why my name might be familiar to you, as I'm still trying to deal with the embarrassment of the 1982 Singlehanded TransPac, when I dropped my anchor at Kaneohe Bay, Oahu, convinced that I had arrived at the finish line of Hanalei Bay, Kauai.

P.S. Did you know that apparently *Groote Beer* was also the inspiration to E. Annie Proulx's *The Shipping News*, part of the 'Hitler yacht'.

Jack van Ommen
Gig Harbor, Washington

Jack — Anyone interested in a photo that appeared in *Latitude* needs to email Annie at annie@latitude38.com with precise information on when the photo ran. She'll make sure we have it and have the rights to it, then will get back to you with the price. We can do prints or digital versions.

We have no idea where Cliff Fremstad is or why *Groote Beer* ended up in Oregon. We're delighted to hear that she's being restored, however.

As for you mistaking Kaneohe Bay for Hanalei Bay, so what if they are a couple of hundred miles apart? If nothing else, it proved that even if you're not a good navigator, you're a lucky one, which is far more important.

↑↓DON'T USE MAIL DELAYS AS AN EXCUSE

Regarding Scott Bradley's December letter about his problems with U.S. documentation procedures, we don't see the problem. During the 17 years we cruised outside the U.S., we made various arrangements for renewing our documentation. For example, when we started our (slow) crossing of the Pacific, we arranged for our mail forwarder to sign the documentation renewal papers as our agent. Nowadays, with new document papers being issued each year, the document can be faxed to wherever the boat might be — not such an onerous burden, me thinks. Besides, as a responsible citizen of this fine country, making sure that you are somewhere that you can receive your mail on time (once a year) seems like a reasonable request to me. After all, is there any country in the world where one of the major air courier services doesn't go?

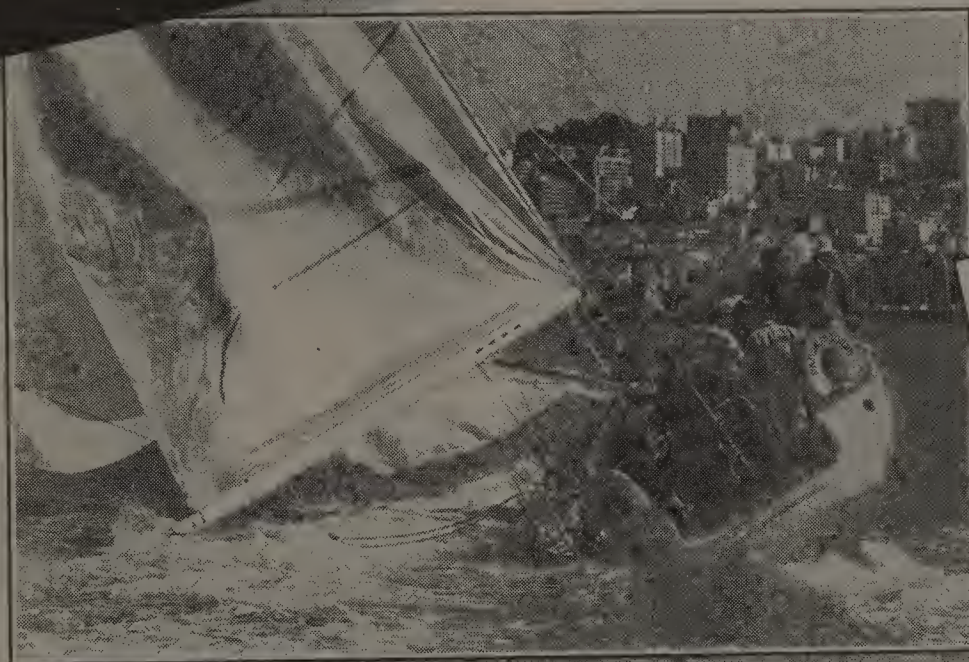
I can understand some of the reasons for annual renewal, and also the imperative that it be mailed by the Coast Guard to a U.S. address only. Why should the Coast Guard make changes in its procedures for the small minority of pleasure craft, anyway? With modern fax and email communication, one shouldn't be using mail delays as an excuse for much of anything anymore.



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LETTERS

I'm surprised by the problem Scott had in Thailand. Despite occasional delays in mail and renewals, we've never had a problem anywhere. In fact, the majority of port officials worldwide don't seem to be aware of the date stamp on the document, and have accepted an outdated photocopy of our document papers. However, this did not hold true for the French, who seem to be forever looking for another reason to feel superior to Americans and will focus on *anything* that is not quite right. Perhaps the increased concern over security after 9/11 has something to do with it. And if so, that's good. If the officials understand that only a U.S. citizen can be in control of a US-documented vessel, even better.

Peter & Jeanne Pockel

Watermelon

Green Cove Springs, Florida

Peter and Jeanne — You make some good points, but wouldn't it save everybody — including the government — a lot of time and money if we only had to renew our documentation once every three years?

LET'S GET THE NAME STRAIGHT

The northwest province of Panama is Bocas del Toro — not Boca del Toro or Boca del Toros. OK?

How are the yacht clubs in the Panama Canal area treating yachties these days? While a member of the Panama Canal YC in Cristobal, I fought with my dad, the Commodore, over the treatment of the yachties by the mostly stinkpot membership at the time. The Balboa YC, on the Pacific side, was much better at handling transients. Years after my father's passing, I was invited to inaugurate a sailing trophy in his honor, and there was a forest of masts in the slips!

I ran across your website via a recommendation from an on-line bridge player in Berkeley, and have come to really enjoy the *Changes in Latitude* section. While living and working in the Canal, I came to know many great boats and sailors. For example, the Meridan 30, which was the first fiberglass boat to sail all the way around the world, *Ticonderoga*, *Escapade*, *Windward Passage* and others. There was also the woman named Sally who lost her boat in the South Pacific and dinghied towards Chile before being rescued. And Frank Powers, who was kidnapped in Hawaii, left to die in mid-ocean, and was rescued by a Korean ship. And great skippers such as Bob Dixon and others who crewed on the gold-platers. There were lots of good times in those days, but a few bad ones, too.

I'm very close to having the means to finally go cruising now, but the clock is ticking. I may never find the lady who could help me sail around the Spanish Main, but I keep hoping. Anyway, I still love reading about those who have grabbed the opportunity and headed out — I envy them profoundly.

By the way, the San Blas Islands of Panama are as close to heaven as I ever expect to get — particularly the Holandes Keyes, Maulki, and Chichime.

John Coffey

Formerly of the Panama Canal YC

Colon, Panama

John — We don't know what it is about the Bocas del Toro, but we can never remember the name correctly and always seem to put the 's' at the end of the wrong word. Sorry.

If you're thinking about giving us that 'too old and don't have enough money' excuse for not cruising, save it until you read the following letter. You probably don't even have diabetes.

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Tower shown includes the optional antenna hoop, available for mounting other antennas in one easy to access location.

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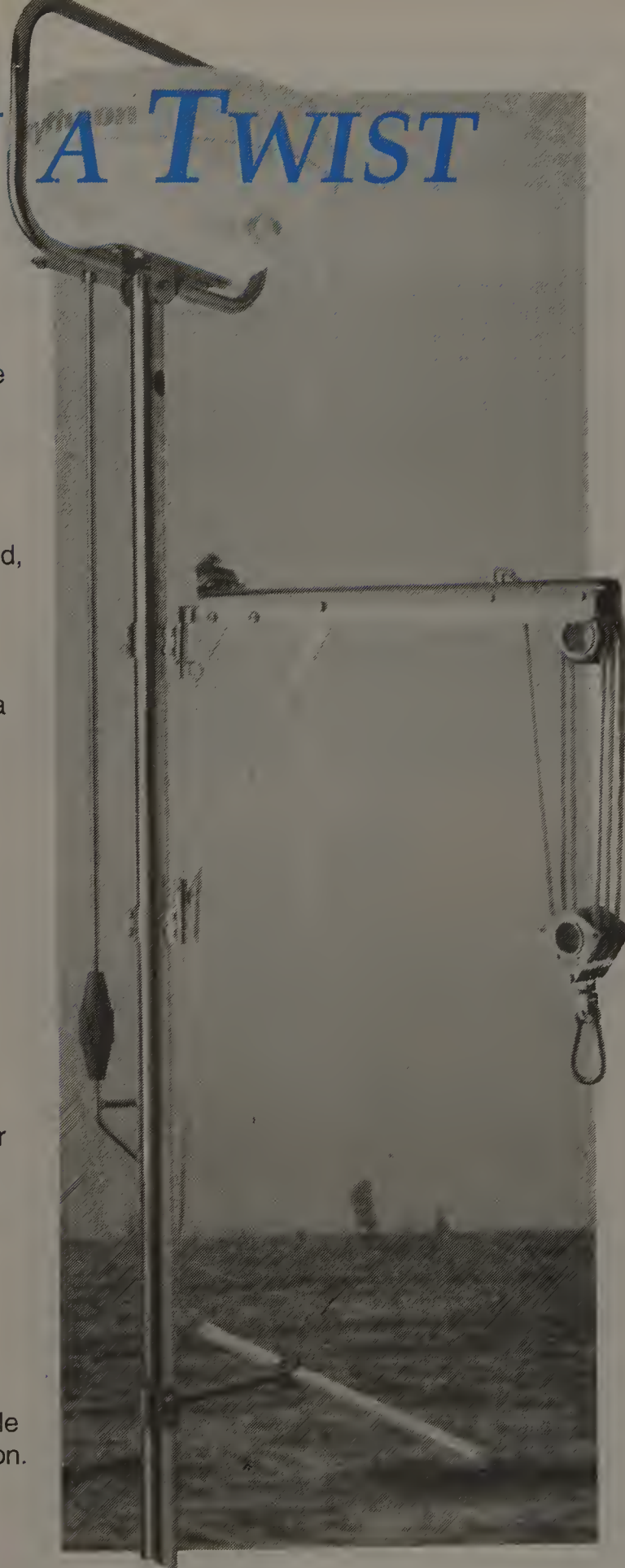
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Tower shown with optional antenna hoop (radome not included)

Pre-Cruised Yachts



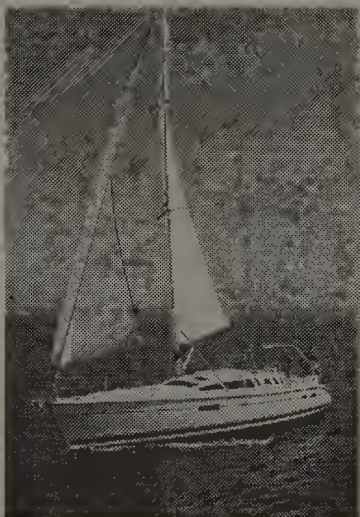
'99 Mainship 430 \$379,000



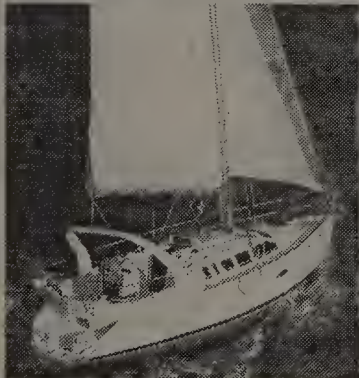
'98 Hunter 450 — \$199,950



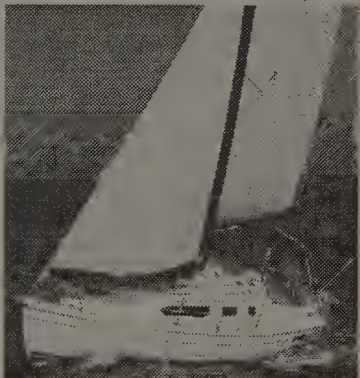
'00 Hunter 410 — \$159,990



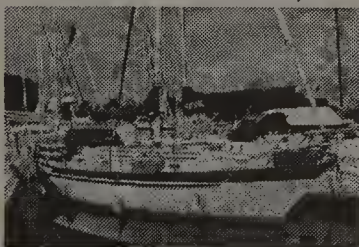
'99 Hunter 410 — \$179,500



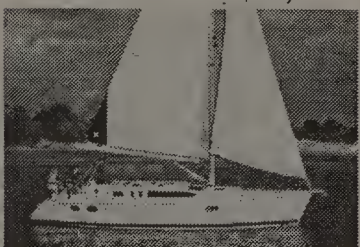
'99 Hunter 310 — \$69,500



'01 Hunter 290 - \$78,000



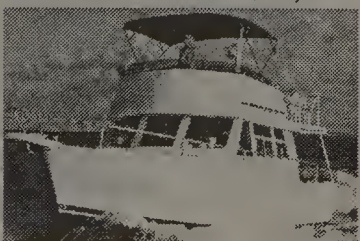
'78 Valiant 32 — \$49,995



'99 Hunter 376 — \$99,995



'96 Hunter 280 — \$39,500



'99 Mainship 350-\$179,500

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LETTERS

↑↓R&R IN OZ

I'm in Australia, it's December 14, and as I look back, it's been quite a year for me and my Ranger 29 *JoLiGa II*. There's been a lot of R&R — which for the cruising sailor stands for Repair and Replace. Here's a list of the important stuff:

New fuel tank installed, new dodger made, new Morse cable for gear shift, new cabin ports installed, new electric anchor windlass, radar arch rewelded and reinforced, new Waeco refrigeration unit, new storage step on stern, hatch boards repaired, and a new-to-me used computer for backup navigation.

You're probably thinking to yourselves, "Huh? Not much for 12 months work!" Well, first of all, this is Australia, where everybody works on Oz time. "Right Mate, first thing tomorrow, after I get done with the trawler over there." I'm slow, but in comparison to these people, I'm Speedy Gonzales.

For my computer, I've also acquired a scanner, CD writer, and new printer. My other major purchases include a TV, DVD player, toaster oven, stove, fan, and almost 300 DVDs.

When I arrived here in Australia, I only got a one-year visa, which expired on November 2 — the beginning of cyclone season. Because I'm 70 and because I'm a diabetic, I've been subjected to many medical exams and tests to extend my stay another six months. As it stands, I've got one more doctor to see. But the Catch 22 is that he's very busy and it may take months for me to get an appointment. This works in my favor, "ask me if I shivagit."

John Sloboda
JoLiGa II, Ranger 29
Oztralia

Readers — A 70-year-old diabetic with a small but well-built boat, John is further proof that it's not money nor age that stands between a person and cruising, but desire. We can't remember how long John's been out now, but it's many years. Heck, it must have been at least a dozen years ago that he fell overboard 50 miles from the Panama Canal and had to tread water for something like 12 hours before a miracle happened — a woman strolling the deck of a cruise ship at night heard his faint cry for help. The ship turned back, caught John in its spotlight, rescued him, and later found his boat.

John later spent some time in Mexico, where he started to let his health slip. But a couple of years ago, unhappy with the direction his life was going, he used the idea of cruising across the Pacific as a carrot. He began spending his time swimming laps instead of drinking. As you can see, John made it, and still has the cruising bug. Good to hear from ya, John!

↑↓SAW IT, BOUGHT IT, THANKS

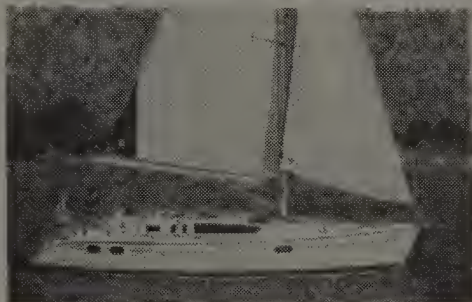
Great rag. I found my boat through the *Classy Classifieds* by running an ad for a "Boat Wanted." I got a call the day after the magazine came out, saw the boat, and bought the boat. Thanks. I am presently getting everything in order for joining the Baja Ha-Ha 2003, and the Oregon Offshore Race in May from the Columbia River to Victoria, B.C.

I am having a hard time deciding on what chart program to buy. I have looked at several and they are expensive. I ran across one by NaviChart, a company out of Malta. I would appreciate any feedback from you or your readers on the quality and usefulness of these maps (on CD) and the software.

Bruce Schwegler
Delphinus
Portland, Oregon

Bruce — Congratulations on finding the boat you wanted

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2002 Jeanneau 37
Clearance Savings: \$14,000
Finance Savings: \$73,000*
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2002 Caliber 40 LRC
Clearance Savings: \$25,000
Finance Savings: \$130,000*
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Total Savings: \$143,000



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Clearance Savings: \$32,000
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2002 Mainship 390 Trawler
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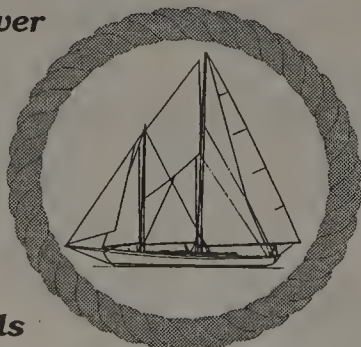
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LETTERS

so quickly and easily, and thank you for the kind words.

Funny that you mention chart programs, as in early January we and Tom Reardon, skipper of the Herreschoff 72 Ticonderoga for 17 years, had a discussion about them. We mentioned that we hadn't gotten around to buying one — we're afraid of new software programs — and weren't sure that we really needed one. Reardon said it was true that such programs aren't essential, but they really are fun — and in places such as the Pacific Northwest and the Northeast in particular, really are valuable.

If anyone has been using a chart program they really like, why not drop us a couple of lines about it.

WEATHER IN BANDERAS BAY IN MARCH

Any idea what the weather and surf conditions will be like in mid-March just north of Puerto Vallarta this year? I'm thinking El Niño.

Mark Darley
Mill Valley

Mark — El Niño or no El Niño, it's going to be sunny and hot during the day, and plenty warm at night. The winds will generally be mild. It's an easy prediction because it's like this all winter long in that part of Mexico. As for the surf conditions, our crystal ball doesn't project that far in the future — but we'll have our surfboards at the ready. If you have a chance to be down there and pass it up, you should rubber stamp 'Foolish' on your forehead.

WEATHER SITE FOR SURFERS AND SAILORS

I once got a really killer weather website from 'Electronic Latitude'. It had something to do with the University of Hawaii and weather satellites. Unfortunately, my old computer crapped out and I need to bookmark it on my new one. If you find it for me, it would help out mucho.

Angela 'The Surf Queen' DeVargas
San Diego

Surf Queen — We suspect you're thinking of the late Doug Vann's website "for those crazy enough to surf and sail" at www.redboat.com/weather.html. We're happy to see that the sight continues to live on, presumably as a tribute to Vann, who was both an adventurous sailor and a terrific person.

WANTING TO PLAY WITH SERENDIPITY

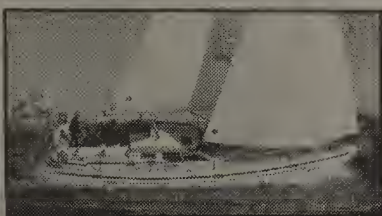
I know there are a bunch of Doug Peterson-designed Serendipity 43s here in the Bay. Our team bought the boat formerly known as Terminator (ex: Pied Piper, ex: Traveller, ex: Real Crude) last year. We've renamed her Running With Scissors, something all our mothers also told us never to do. I know of several other 43s here in the Bay and close by, and we'd like to resurrect the Peterson-Serendipity 43 IOR class as the Jurassic Y.C. We did Vallejo Race last year, and will do it again this year.

Here are the 43s that I know about: Samiko*, wedge cabin at Coyote Point; Shave Ice*, full cruising conversion at Oyster Point; Corsair*, in Sausalito; Dancing Bear; Lone Star; Midnight Sun, flush deck at Jack London Square; Scarlett O'Hara, allegedly refitting in San Diego. And our Running With Scissors at Sierra Point, Brisbane. An asterisk means that I have a contact name and number.

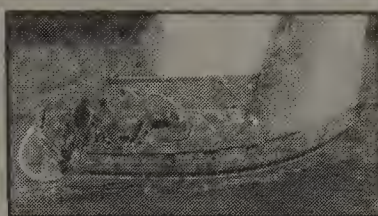
I've heard rumors of several other S-43s in Northern California, especially Richmond and Alameda. Wouldn't it be fun to do Vallejo as a group, with chutes and bloopers, or maybe even recreate the dinosaur's trips to the Big Boat Series?



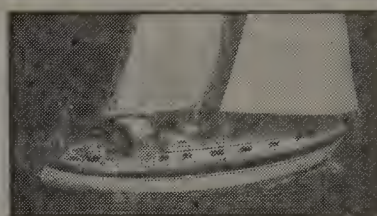
FARR PILOTHOUSE
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REGINA OF VINDÖ
38 • 43 • 49



MALÖ
36 • 39 • 41 • 45



VALIANT
42 • 50



1983 Amel Mango 52
Great offshore yacht! \$224,500



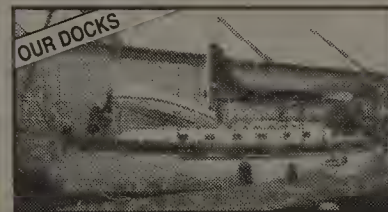
1986 Fraser 51 Big, beautiful, custom boat, exceptional condition. \$298,500



2000 MALÖ 45 DEMO
New condition. \$535,000



1983 Liberty 458 Orig. owner, many upgrades. Fantastic condition! \$229,000



1985 Passport 42 Very well equipped, many upgrades, nice interior. \$198,500



1985 Hylas 42
Fast cruiser by Frers. \$149,500



1998 Wauquiez 415 One owner, gorgeous cruising yacht. \$269,500



1989 Valiant 40 Rare find, fully outfitted for cruising. \$219,000



1987 Tashiba 40 Beautiful design, one owner, condition excellent. \$189,500

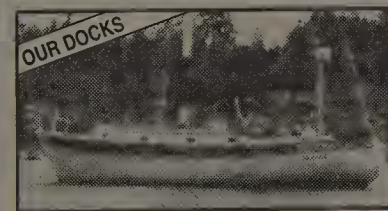
LISTINGS NEEDED ~ PLEASE CALL

* 1997 Wauquiez 54 PS	765,000	2000 Valiant 40	449,000
* 1997 Valiant 50	549,000	1981 Valiant 40 PH	SOLD
* 2000 Wauquiez 48	339,000	* 1981 Valiant 39	104,000
* 2000 Malö 45C	621,000	* 1986 Wauquiez 38 MkII	111,500
* 1995 Wauquiez 45 Cat	225,000	* 1983 Malö 38	\$119,00
1996 Valiant 42	SOLD		

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1976 Valiant 40 one owner for the last 17 years! \$119,900



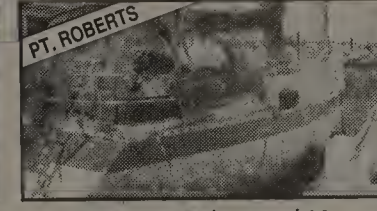
1978 Valiant 40 Clean boat, many recent upgrades. \$119,500



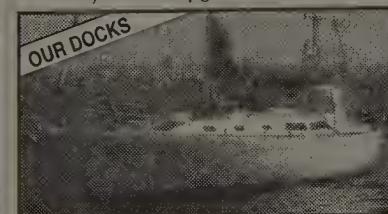
1985 Nauticat 40 Very nice condition, all-season cruiser. \$189,500



1984 Southern Cross 39
World cruiser. Must see! \$129,900



1983 Wauquiez Hood 38
2 owner. Rare MkII. \$119,900



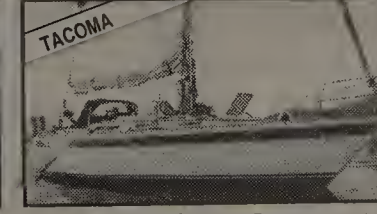
1978 Valiant Esprit 37
Offshore ready. Nice. \$114,500



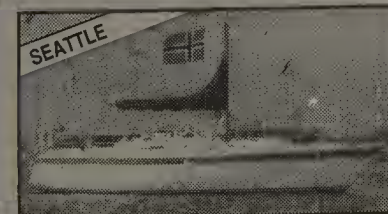
1983 Wauquiez Pretorien 35
Nice gear, immaculate! \$89,900



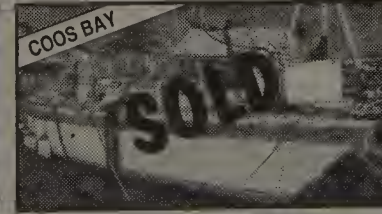
1993 Nauticat 35 Unbelievable interior, spectacular condition. \$159,900



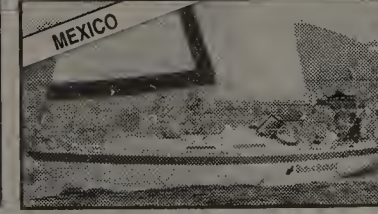
1982 Wauquiez 35 Owner spent over 20K in upgrades. \$83,000



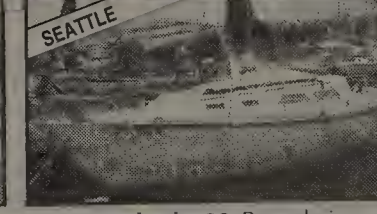
1984 Wauquiez 35 Pretorien
2 owner. Rare shaft drive. \$87,900



1983 Wauquiez 35 Pretorian
Lots of gear. Nice! \$79,000



1981 Wauquiez 33
Loaded and ready to go! \$62,500



1985 Islander 28 Perry design, nicest one around. \$29,500



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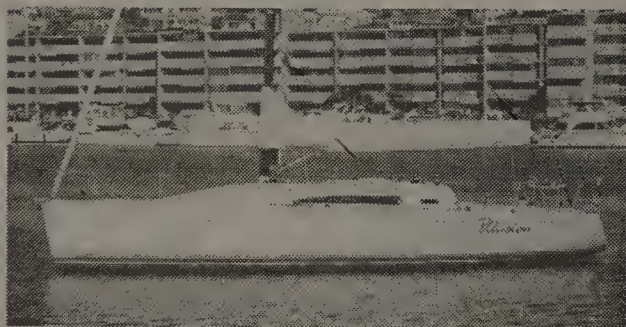


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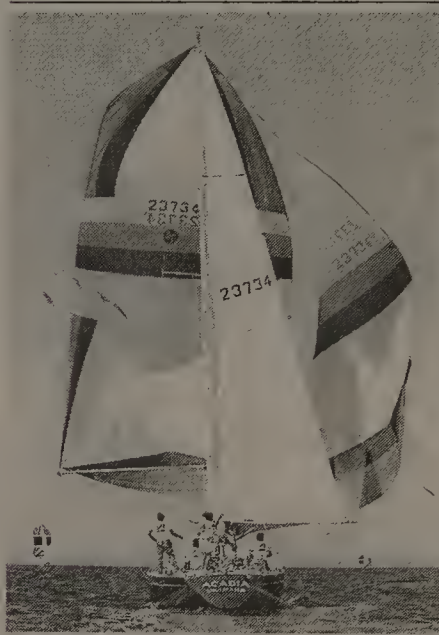
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LETTERS

Please let me know if you can connect me with any other Serendipity 43s, or if you have one and want to play.

Loren Luke
Coyote Point YC
San Mateo

Loren — We have fond memories of the Peterson-Serendipity



'Acadia', a Serendipity 43, complete with blooper, at the SORC in the early '80s.

luck on assembling a quorum.

ity 43s. They were the hottest things going in the early '80s, when we did one of our first big reporting trips to Nassau for the SORC, which was then the biggest thing in U.S. racing. A few years later, Tiburon's Bob Moe — who we'd once sold a new Islander 36 to — decided to go into production with the design, and gave them the name Serendipity 43. They continued to be competitive boats in the Clipper Cup in Hawaii and over at the Admiral's Cup in England. These days quite a few people have converted them into cruising boats. Good

↑HE SOLD HER FOR ONE DOLLAR

In the January issue Mike Fulmor asked about the whereabouts of the 40-ft Alberg-Alden *Staghound* that his father had owned and which had been so successful in the '53 and '55 TransPacs. The last time I saw this beautiful yacht was at the Ala Wai Yacht Harbor in 1992. Gary Brookins, the owner, had completely stripped the interior out, and the boat was just sort of languishing there waiting to be rebuilt again. I say again because she had already undergone a 'to the bare hull' rebuild from 1977-1981.

Perhaps a little background is in order. Gary obtained *Staghound* from Paul Hirst, whom he'd met in Okinawa around 1976. Paul had been cruising aboard the boat throughout the Pacific and the Sea of Japan, but had been diagnosed with cancer. Paul kept cruising as long as he could, but finally had to leave the boat on a mooring in Taiwan to return to Hawaii for treatment. He would never return to the boat. I don't know how long the boat was in Taiwan, but Paul sold her to Gary for one dollar on the condition that Gary would get the somewhat-neglected ketch sailing again.

Gary and crew sailed *Staghound* to Okinawa, where he was stationed in the Navy. Soon after, he took her out of the water because she kept trying to sink. Only then did he realize the full extent of the rot and deterioration of the hull. To make a long story short, it took over four years of blood, sweat and tears from dozens of people to get *Staghound* back in the water.

Gary sailed *Staghound* from Okinawa in May 1981 and arrived in Hawaii in 1982.

Al Day
E'lan,
Newport News, Virginia

The finest, most complete, & authoritative guide to voyaging...

Jack Somer, editor
Yachting Magazine

"A superb reference for anyone planning a long cruise... A whopping 1232 pages are filled with information on everything from choosing the right propeller, davits, or charging system to sea berths and upholstery. And every conceivable subject in between." Elaine Thompson, Cruising Editor, *Yachting World*

A story of passion

Little did Steve and Linda Dashew realize that a 1976 vacation would forever change their lives. Avid sailors thoroughly grounded in the day-to-day struggle of careers and raising a family, they decided to break free for a few short months and go cruising. Six years and 50,000 miles later they had sailed around the world and learned firsthand the secrets to living the cruising dream.

Not all lessons are easy...

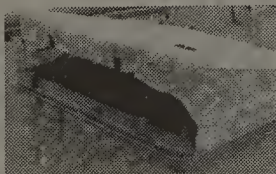
...and there's no replacement for firsthand knowledge. Over the years the Dashews have designed and built 50 cruising yachts, sailed over 230,000 miles, and owned two boat yards. Their articles, videos and groundbreaking books have made them one of today's top resources for real world data on the cruising lifestyle. *Offshore Cruising Encyclopedia - Second Edition* is a continuation of their passion for cruising and their zest for sharing firsthand knowledge. That's why noted yacht designer Bob Perry says "the Dashews' book is indispensable to the point where I keep one copy in my office and another on my boat."

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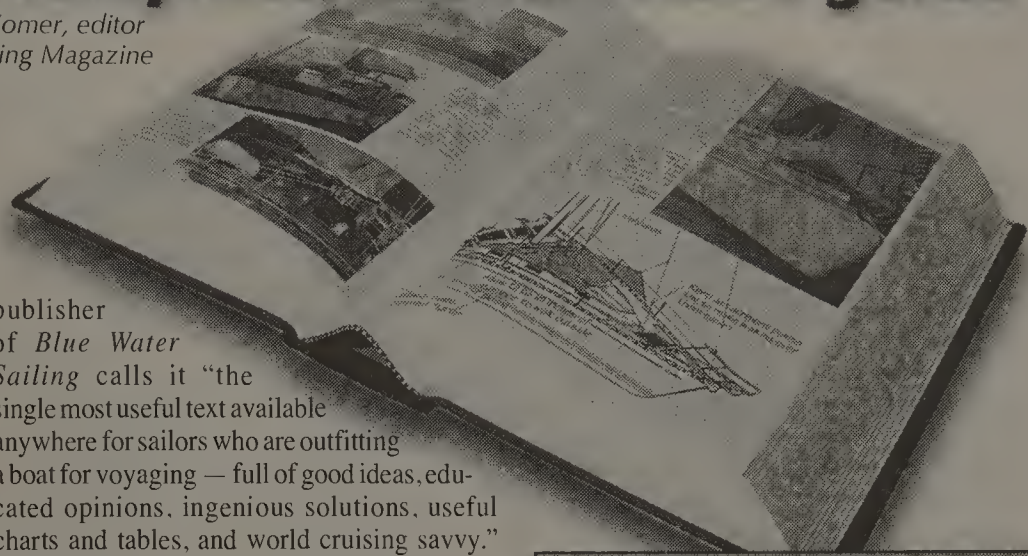
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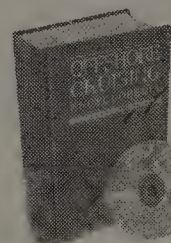
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LETTERS

↑↓MORE ON STAGHOUND

In the January issue you published a letter of mine asking if anybody knew the whereabouts of *Staghound*, the 40-ft ketch that my father raced with great success in two TransPacs in the mid-'50s. Jim Cook of Hawaii responded to my letter with the following email:

"*Staghound* is moored on E Dock several boats away from mine at Kancohe YC on Oahu. She has been here for quite some time and is owned by a master shipwright Gary Brookins. The boat is rarely used and not in good condition. I hear he has plans to restore her, and he certainly has the skills. His company builds a series of classic power runabouts, he has just introduced an electric launch, and he spent several years completely restoring a Cal 40 that may race in this year's TransPac. Even though *Staghound* is an oldie, she still has the look of someone who's been there and done that!"

Since Cook gave me Brookins' number, I called Gary. He told me he is thinking of renaming *Staghound*, *Cobbler's Kids* because he just hasn't had the time to give her the attention she needs. He has replaced many of the rotted ribs — previously sistered — and still takes her out for the required 'quarterly sail' to keep the slip, but it sounds like he is a little overwhelmed by the prospect of trying to put her all back together again. I wish there was an easy solution to this, as she's a great boat and I would love to take her sailing.



COURTESY TRANSPAC YC

'*Staghound*'s 1953 TransPac crew. In the center is owner Prent Filmore; navigator Bob Leary stands beside him, third from the right.

In *Latitude*'s editorial response to my letter, you mentioned what a "hell of a sailor" my dad was, and you're right about that. However, much of Prent's success in the TransPac was due to the exceptional navigation provided by crewmember Bob Leary — who is still in Hawaii and has his boat moored near *Staghound*'s slip. Bob's son Bill Leary happened to get a letter printed in the same issue of *Latitude* about a different subject. Talk about coincidence?

Mike Fulmor
Channel Islands

↑↓DUMBEST THING I EVER DID WHILE SAILING

It was 1996, and I had once again signed up my 20-ft C Class scow for the annual Mug Cup Race on the St. Johns River. Now in its 50th year, the race is a 48-miler that starts in Palaka and ends in Jacksonville, Florida. It's an all day sail along a wide winding river that flows north.

I had chosen Frank, a novice sailor who nonetheless appreciated the skills required to sail a C scow, as my crew. We enjoyed each other's company, having a beer, and sailing on

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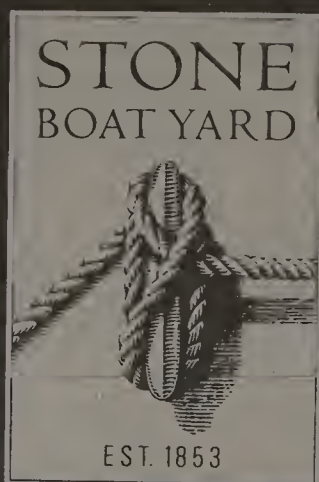
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LETTERS

the edge of the 45-year-old boat's limits. Although we would be carrying four six-packs of beer, we were serious, confident, and determined — to have a good time.

The starting gun went off at 8:30 a.m., and by 9:00 a.m. we were moving along at four knots and enjoying our first beers. After a few hours the wind began to pick up. It was a little more difficult to manage the beers, but not enough to slow consumption. But it was blowing 12 knots at the half-way point, and we were having a great time. "We are men, and we are having the times of our lives sailing with over 200 other boats," we thought.

On the final miles of reaching toward the finish, the spray was coming across the deck, and after all those beers I couldn't hold it any longer. It was the call of the wild, and I had to answer. Usually you can find a way to take a leak in light air without offending those around you, but now I was in a predicament, as I didn't want to break the concentration of my crew, who was transfixed, scanning ahead, adjusting the sail, and drinking beer. So with a beer in one hand and the tiller in the other, I decided to go right there where I was sitting. Frank was far enough forward so that it couldn't possibly affect him and the spray was going to quickly wash it away.

So, as I continued to steer, I went 'with the flow' so to speak. What a wonderful warm feeling as I relieved myself of all that built up pressure, pressure that had forced me to urinate right at my helmsman's position. But what's this? Suddenly, I realized that this warm liquid acted much like silicone lubricant. I felt the tiller slip from my grasp and . . . my gosh, my beer. "Fraaaaaaank!" I screamed as I slipped off into the 'drink', as my father calls it.

Frank quickly managed to singlehand the boat back to where I was swimming. I grasped for the boat, but was unable to hang on. As he brought her around again, I decided that I would need both hands to pull myself back aboard. Besides, the can of beer I was swimming with was now a 50/50 mix of river and suds. I abandoned the can and was able to hold on to the boat until I could pull myself back aboard.

Once aboard and having caught my breath, Frank pointed out the number of boats that were approaching us to assist in my rescue. Serious thoughts crossed my mind, as I realized it was the dumbest thing I'd ever done while sailing. I recall it now: the excitement of racing, the euphoria of sailing and the mixture of alcohol is not a good combination. I vowed that in the future I would limit my drinking while sailing.

I still sail, still race, and even have a few beers on a limited basis while sailing. But that one experience has made me, if you'll excuse the pun, older-bud-weiser.

Tom White
Jacksonville, Florida

Tom — We'll never understand the inclination to have a beer for breakfast or even a sundowner every night, but we do imbibe occasionally. As we look back over our years of sailing, many of the dumbest things we ever did were while drinking. The problem is that they were also some of the most fun things we ever did. Drinking and sailing, nobody should ever forget that they can often be a tragic combination.

↑↓93° IN THE SHADE

While visiting friends in Mexico a few months back, a friend told another of his friends about some of my experiences in the rivers of the central and northern parts of South America. This gentleman asked me to wait while he went home and returned with a copy of *Latitude*.

I'm a minister of Christ Jesus, and in the mid-'60s I went

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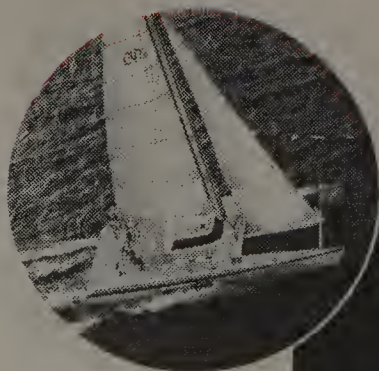
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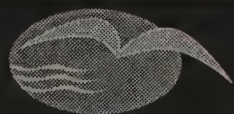
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LETTERS

to Bolivia to do my work. For the next 10 years, I ministered in Bolivia and other places. In the early '70s, my wife and I moved to the back country of north Bolivia. The only local transportation there is by water. We enjoyed this work until 1974, when the government of Bolivia was overthrown. By the first of December, we had decided to move to Venezuela by boat. This involved travelling on the Rio Madeira to the Rio Amazonas. Then we went up the Amazonas to Manaus, Brazil. There we turned north onto the Rio Negro, and the river carried us into Venezuela. Once in Venezuela, we took the Casiquiare Canal, a breakaway from Rio Orinoco. During this last 6.5-day stretch, we saw no signs of recent humanity. We did, however, see many ancient writings cut into rock.

Before reaching the flat land on the Orinoco, we had our second portage. Then we followed Rio Orinoco to tide waters. The people of Venezuela said it was a miracle that we were alive after such a trip, and proved it by treating us as though we were royalty. Even the government overlooked the fact that our papers were months out of date. In my account of the trip, I have many more details, dates, and maps. I have also detailed what I teach and believe. I expect it to be published.

I'll be 93 in two months. My wife has passed on and I make my home in a 35-ft diesel bus conversion. I would be tempted to trade it for a liveable, safe sailboat to spend the rest of my days in Latin America.

Elmore Hartly
Winterhaven

Elmore — If you're "tempted" to trade your bus for a liveaboard boat to sail Latin America, don't equivocate too long, or the opportunity will pass you by. Good luck with your decision.

THE GOOD FIGHT FOR THE SENSUAL AND SEXUAL

It's a funny society we have. Tom Laney's *Splinter Cell*, *Red Faction 2*, a new Army 'be all you can be' video game, and countless violent television shows and movies all seem to go unprotested. But put a girl in a bikini on the cover of a sailing magazine and watch out! Let's see, there *must* be some way to work this into the culture of victim thing. How about my heroically pure thoughts on the genuine, stainless, unadulterated adventure of sailing has been forever sullied? Would it be unthinkable to request monetary compensation? Maybe I could help sort through the applications for next month's cover to be sure nothing else offensive gets published?

Seriously, I'm really enjoying the letters of response about that cover. Especially the ones about the two men on the cat and the ones explaining the likelihood of finding scantily-clad folks on boats — you know, kind of like on the beach.

Emery Cove usually has plenty of *Latitudes* to go around, and *Lectronic Latitude* comes to my home for free. However, if you continue to fight the good fight and take a stand for the sensual and sexual, I don't think I will be able to resist sending some money for a subscription. My \$26 check is waiting.

Mark Wieber
Emery Cove

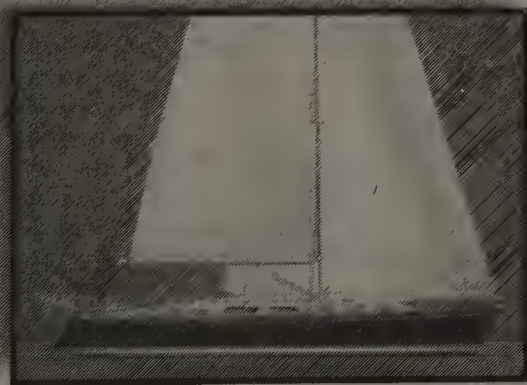
WE'RE FRENCH, AND WE SAIL NAKED

I was catching up on my *Latitudes* here in the South of France, when I saw that you encourage photo entries from uninhibited sailing ladies. I enclose a few photos from last summer in Mallorca on my Outremer 43 catamaran *Laia*. I've included two photos of Cathi near Palma, and a photo of myself, naked except for my safety harness. Yes, I'm less pho-

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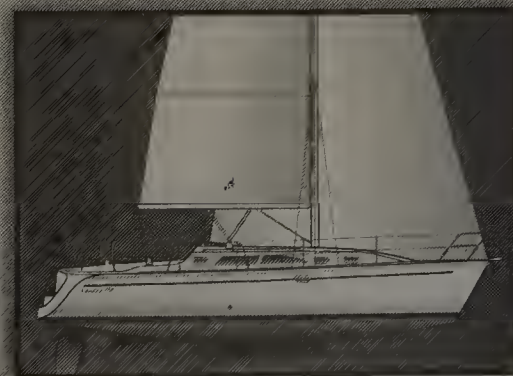
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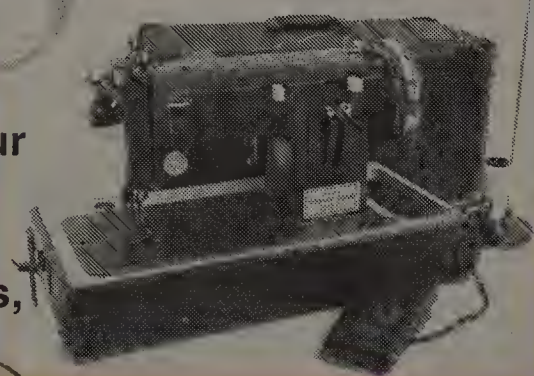
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LETTERS

togenic, but I included it to re-establish some balance for the politically correct.

I've also enclosed a shot of Cathi working the rat-line on the Baltic tallship *Greif*, just to prove that she's a real sailor.

Cathi agrees that you may publish these photos. In fact, she's enthusiastic: While I had planned to send you only the



Aren't the French awful. They not only refuse to support our war plans, but they have no qualms about sailing naked — and couldn't care less who sees them!

photo where she is shown grinding the winch, she suggested that I also send you the one with the shadow of my hand over her breast.

Please note that there is a club in France for people who like to boat naked, called Nautena. I am not a member, however.

Noel Gaudinat
Laia, Outremer 43
South of France

Readers — Noel used to own a Union 36 at Schoonmaker Marina in Sausalito, and later cruised her to Mexico. He then took some jobs in Europe, caught the catamaran disease, and bought an Outremer 43 that he keeps in southwestern France.

↓↓ MOST STUDENTS ARE AFRAID OF OFFENDING

In your response to Tim Bean's *Working Hard Not to Alienate Anyone* letter in the January issue, you touched on the subject of free speech on the U.C. Berkeley campus by writing, "We're getting the impression that Berkeley is no longer so much a place where students come to study a variety of ideas, but where a vocal minority demands that their instructors teach them only what they want to hear." Wanderer, you should have been a carpenter, because you sure can hit the nail on the head. Free speech and rational thinking abilities are the key to development. If you want to race sailboats, cruise the world, or simply live a happy life, you need to be able to think clearly.

I am a returning student at Sacramento State at the young age of 40, and I see your impression of college today manifested very clearly. One thing I have learned is that one should express no firm opinion about anything while in class. The way to get high marks in the liberal study classes is to simply learn what the instructor tells you is important, and then feed it back to them with some passion and emotion.

My father was an English major at San Francisco State in the 1960s. When I explained this opinion to him, he laughed and called me a good bullshitter. He hopes that one of my instructors will hand me back one of my papers and say, "Try



Hans Christian

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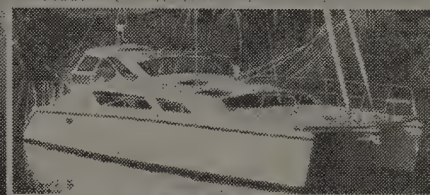


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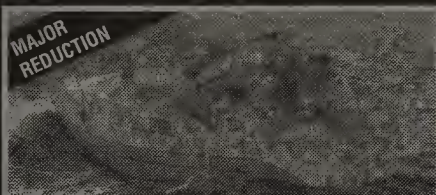
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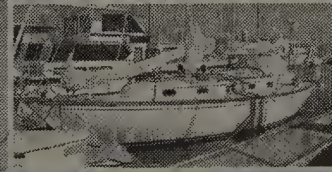
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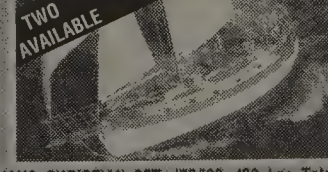
44' PETERSON CUTTER, '77. Beautiful condi-
tion. Newer standing rigging & sails.
Westerbeke 60hp dsl, dinghy w/OB. \$119,000.



45' HUNTER PASSAGE SLOOP, '97/98. Equipped
for long range cruising. 76hp Yanmar. Large
interior, great headroom, amenities. \$235,000.



29' HUNTER 29.5, '95 Yanmar diesel, full
batten main, furling genoa, Autohelm 4000,
walk-thru transom, dodger, bimini. \$46,900.



HANS CHRISTIAN 38T, '79/'89. '89 has Telstar
underbody, beautiful! '79 is in marvelous shape,
many upgrades, great maintenance. From \$122,500.



33' HANS CHRISTIAN CUTTERS, '81, '85 Yan-
mar diesel, furling, watermaker, liferaft, din-
ghy/OB, windvane, spinnaker gear. \$99,000.



34' CATALINA SLOOPS, '87/'86. Equipped for
long range cruise/liveaboard. '87 w/cruising electon-
ics, full batten main, dodger, bimini. 2 from \$46,000.



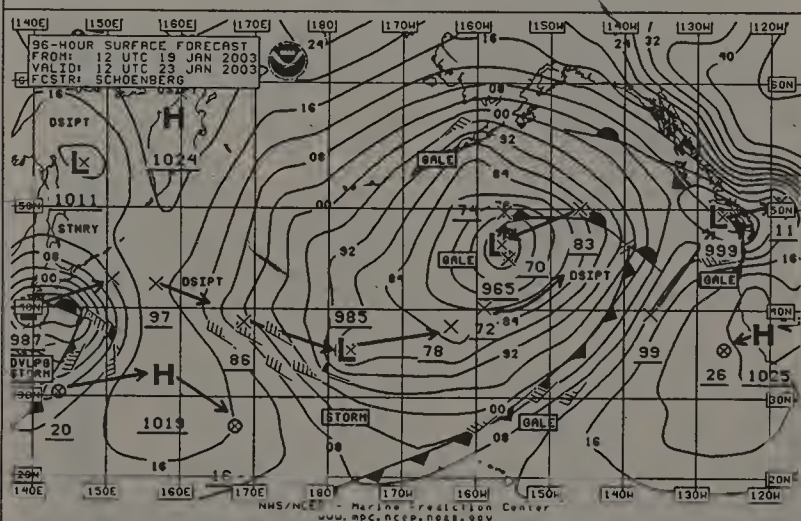
41' ISLANDER SLOOP, '79. Watermaker, solar panels,
2 APs, radar, dinghy, davits, roller furling, wind gen-
erator, dodger, bimini, new bottom & fuel tank. \$85,000.



34' GEMINI 105 CAT, '00. Dsl w/low hrs, furling
genoa, dutchman system, 24-mile radar, din-
ghy davits. Shows pride of ownership. \$126,000.

Some boats shown may be sisterships.

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again, you're trying to con me." I hope so, but I really doubt it will happen.

Free speech and rational thought is not held above other rights as the key to growth and development anymore in most classes. Of course, the instructors make it clear that all opinions are welcome, but their opinions are firmly entrenched and the students for the most part are simply afraid of making waves. Most are struggling to finish school, and they're simply fulfilling their general education requirements. Good heated debate is rare. Most students are afraid of offending some group and being labeled for the remainder of the class.

So the goal becomes to play a role as a concerned student who wants to learn to think right from the master. Is it sad? Is it bullshit? Probably, but it works every time on today's campus. My advice to students and young sailors is to make friends with the bright, involved students and develop opinions. It is okay to believe something is good or bad. Moderation is the stuff of the mediocre. As Buddy Melges points out, rarely does sailing up the middle win a race. Take a chance on yourself. But if you want high marks at college, do not express opinions in class. Simply express concern and emotion, and get to know the instructor. Free rationalism is only going to get you labeled as a loud mouth distraction to what the master is feeding the students. You'll have to practice your critical thinking skills elsewhere — perhaps on the race course.

I'd love to hear what others think.

Paul Dietrich
Fair Oaks

Paul — Thanks for the kind words. We think there ought to be a mandatory freshman class at the University of California called Life 101. The basic lessons would be: 1) Don't complain too much, because while the United States isn't perfect, the fact that you're here means you're luckier than 99.99% of people ever born. 2) Life isn't fair — just ask somebody living in the Middle East or Africa — so try to get beyond the self-pity. 3) Don't blame others for your problems because you know damned well most of them are self-inflicted. 4) If most activists really wanted to help, they would emphasize your personal responsibilities rather than your personal rights. For example, it's your responsibility not to get AIDS, not to die in a car crash with a drunk driver, not to overdo alcohol, drugs, and tobacco, and not to waste all your time hanging out with idiots. It's also your responsibility to make the best use of your abilities, make intelligent decisions, eat decently, get exercise, and have lots of fun. 5) All work that is done well is dignified work — even if you start out by flipping burgers for minimum wage. 6) If you're going to depend on handouts from the government and/or others, be willing to accept crumbs. 7) Shut up from time to time so you can actually listen to differing points of view. 8) Never trust anyone or any group that can't laugh long and hard at themselves. 9) Treat others like — duh — you'd like them to treat you. The longer you take to learn these nine lessons, the more unhappy you'll be. Class dismissed.

↑↓BAD VIBRATIONS CAUSING PROPS TO DROP OFF?

I see the question of Max Props falling off the sail drives on your catamaran have come up again. I have been thinking about this off and on since the last mention, and wonder if these props are causing a third harmonic frequency somewhere in a high range. I believe you said that there was no problem on a single prop setup. Could it be that the two props working against each other are creating a high frequency that

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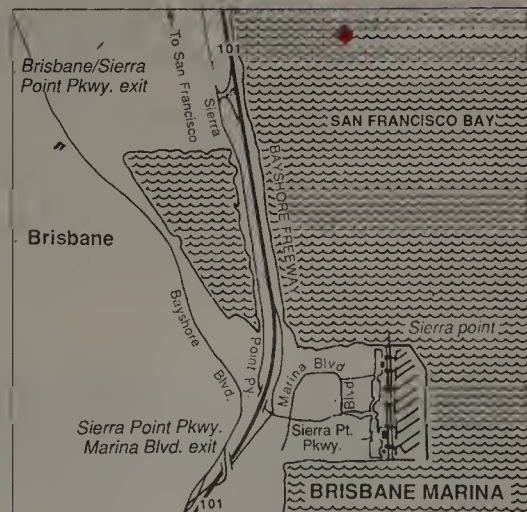
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LETTERS

can't be heard or felt? This could be transmitted through the hulls or through the water.

Several years ago, I worked in a machine shop where they were experimenting with high frequency vibrating machines. It had its advantages except everything on the machine loosened up and the machine almost fell apart.

Food for thought?

Don Rowlands

Proletariat

Newark

Don — To review, after happily using Max Props on Big O for nine years and on Profligate for four years, we had two fall off in less than a year. Then we had a Flex-O-Fold fall off. But we're not alone. Jay Gardener of Adventure Cat reports that they once lost a three-bladed, stainless steel, folding prop made in Australia, a prop he described as "mechanically impossible to come off." He can't figure it out either. The 65-ft cat Swaliga in the Caribbean has also dropped a Volvo folding prop.

Our current explanation for our prop problems is severe electrolysis, but it's not entirely supported by all the evidence. So we're still confused and keep backup props onboard. We haven't ruled out vibration and harmonic frequencies. Mark Thomas, who sails the N/M 39 Raven and specializes in the adverse affects of vibration and harmonics on machines, tells us they are very possibly the cause of our lost props.

⇓CROSSPAC CANCELLED

The staff at Pacific Ocean Racing, Ltd. regret to announce that we are cancelling the CrossPac Doublehanded Race from San Francisco to Australia by way of Hawaii that was scheduled for July. As of the entry deadline of January 1, we only had three entries. While they were excellent teams, it was clear that three entrants did not justify holding the race. It may seem premature to cancel the race in January, but since the CrossPac participants from the western Pacific will also be doing the Osaka Cup, which starts in March, it was necessary to let them know the status of the CrossPac.

Our sincere thanks go out to our competitors who registered for the race: Ivan and Sybille McFayden, on *Funnel Web*; Brian Peterson and John Bankart on *Maverick II*; and Dan Doyle and Bruce Burgess on *Two Guys on the Edge*. We also want to thank the clubs that agreed to host the race: the Golden Gate YC, the Hawaii YC, the Waikiki YC, and the Newcastle Cruising YC.

Alan Hebert

CrossPac Race Director

⇓NEED VERSUS DESIRE VERSUS REALITY

First, the obligatory — yet absolutely heartfelt — kudos for an incredible publication. For those of us planning and dreaming of the cruising life, *Latitude* is an indispensable source of information and inspiration.

We are looking forward to joining the Ha-Ha this fall as our doorway to a year or two afloat. As we intensify our planning — and spending — for the dream, we have turned our attention toward yacht tenders. We need to get one. This is a major expense, of course, and we'd like to get the boat/outboard combination just right. As with every other aspect of sailing, we are faced with a myriad of choices comprising need versus desire versus reality.

In any event, we'd like to share our outboard-dinghy decision, the reasons for it, and get some feedback from you and the invaluable readers of *Latitude*. We're leaning toward the purchase of 10-ft High-Pressure Inflatable Floor (HP) inflat-

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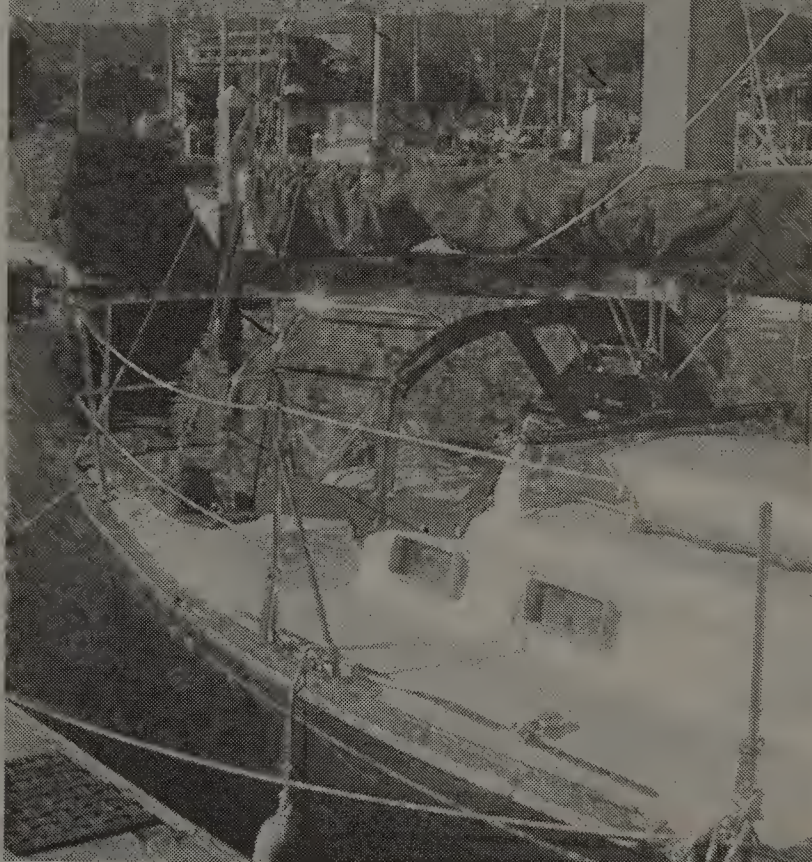
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LETTERS

able with a 6 hp outboard. My understanding of the issues are that it's a balancing act between performance and portability. While we would like nothing more than an 11-ft RIB with a 15 hp engine, we don't believe it would be practical for our situation, as we have a 35-ft boat with 11.5-ft beam. We think we need to sacrifice some performance in exchange for portability.

We're not going to trail the tender behind the boat while voyaging, and I think hanging it on davits from the stern would make our boat stern heavy, create excessive windage, and other problems we don't have enough experience to comprehend yet. Stowing a RIB on the foredeck would also cause obvious problems while underway. And even if we could get the RIB hull down below, which we doubt, it doesn't seem like an elegant solution.

So we need portability. This leaves us a choice of roll-ups and HP inflatable floor boats. From what we've read and seen, the roll-ups and slatted floor boats can be a hassle to set up and breakdown. It seems that the trade-off between a roll-up and an HP is in the floor's durability. Obviously, we don't want a flat bottom boat, and both roll-ups and the HPs boast inflatable keels. Do these keels really work? I know they wouldn't approach the performance of a RIB, but are they qualitatively better than the flat-bottoms?

In terms of the outboard, my understanding is that due to the light weight of High Pressure Inflatables, they can plane with much less horsepower. The engine's weight is also an issue. From the different manufacturers we've looked at, there is big a jump — virtually double — in weight when going from a 6 hp to an 8 hp engine. It's about 55 lbs versus over 100 pounds.

It makes sense to me that a 10-ft inflatable floor boat with a 6 hp engine would suit our needs quite well. So that's where we're at. There are a host of other issues that, for the sake of brevity, I have not brought up.

The HP boats are fairly new to the market, so we're interested in what kind of experiences cruisers are having with them. How easy are they to set up and stow? How do they perform? How well will they hold us? Are there other issues we haven't thought of that make us look like complete fools?

Mike Gottlieb
Bright Angel
Sausalito

Mike — Thanks for the kinds words. Right after we put this issue to bed, we're headed down to the Zihua Sail Fest, where Profligate will be headquarters for the dinghy-in cocktail party. As such, it may be the perfect opportunity to survey active cruisers on what they think about their dinghy-outboard combinations. We'll specifically try to speak with folks who have cruising boats less than 36 feet in length. If all goes well, we'll have a report in the March 1 issue.

You're wise paying so much attention to the dinghy-outboard issue, because first-time cruisers rarely appreciate what a significant role it will play in their cruising lives. Unless you spend your cruise in a marina, you will be using the dinghy-outboard all of the time. We think you've identified two of the three crucial issues: 1) Performance and 2) Ease of Use. But don't forget 3) Reliability.

As far as we're concerned, the most shortsighted move a cruiser — especially one going to Mexico — can make is getting a dinghy that doesn't plane. It would be like living in Los Angeles without a car; it can be done, but not well. When evaluating performance, you need to check out the differences between two-stroke and four-stroke outboards. Two-strokes are

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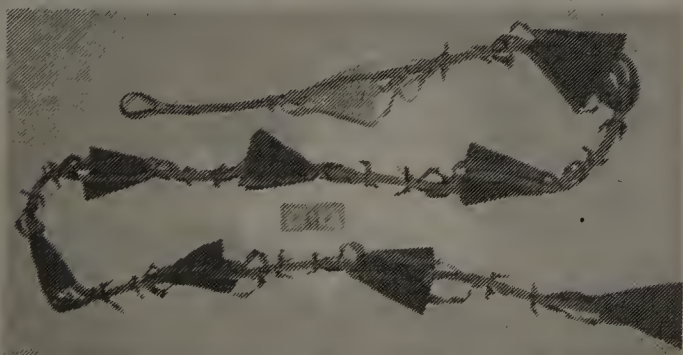
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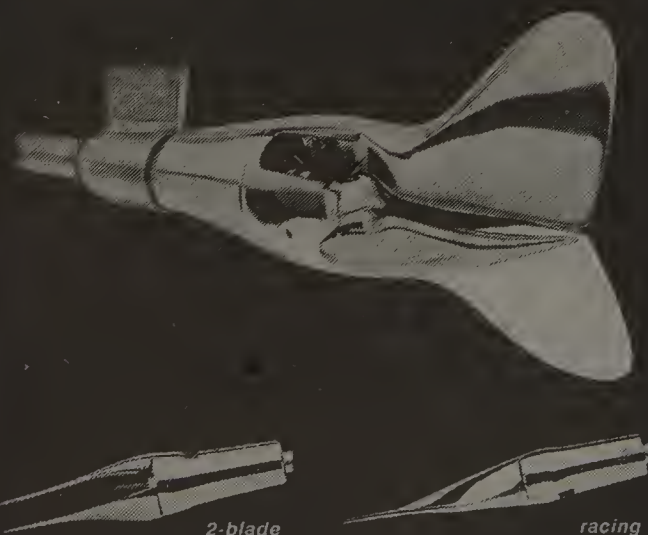
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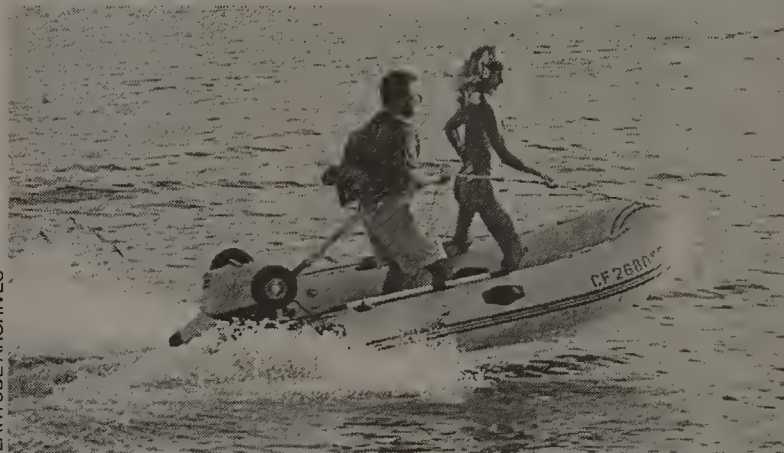
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LETTERS

lighter but burn more fuel; four-strokes pollute less but are much heavier. But the real kicker may be the difference in performance. One friend in the marine industry did the Green thing by buying a four-stroke, but is so disappointed in the lack of power that he's driving to Arizona to buy a two-stroke replacement. The new two-strokes are said to pollute much less than the old ones, but we don't know how close they're coming to four-strokes.

Ease of use is also very important. If your dinghy-outboard combination is a pain to set up and break down, you'll feel



Here's a small planing dinghy used by a couple who were cruising on a 36-footer.

trapped and will self-limit your adventures. It's possible to tow a dinghy for short distances when it's calm, but it's a terrible habit to get into, as you'll start to do it in conditions that aren't appropriate. We took our Freya 39 to Mexico for five seasons and used an 11-ft flat-bottomed Metzler inflatable with inflatable floor tubes that broke down into a pretty small package. Naturally, it wouldn't handle conditions that a V-bottom RIB could take, but we were quite happy with it, so we'd certainly consider dinghies with inflatable floors for a boat your size. Ours was powered by a 7 hp Suzuki and would plane with up to three people. Although they don't make Metzlers anymore, we're sure there's something even better today.

If you're a craftsman and have time — probably not likely if you're getting ready to cruise — you might look into plans for building a nesting dinghy. We haven't seen a lot of these, but the ones we've seen seem to have worked quite well and broken down into two manageable pieces.

Whatever you do, insist on reliability. It doesn't matter if you can buy a 1973 Sears 15 hp outboard for \$100 in running condition, because you're going to want a modern outboard — there have been monumental improvements — that can withstand extremely heavy use. Similarly, beware of buying a used inflatable that's cheap because it has a couple of slow leaks. Unlike the Caribbean, where inflatables and outboards are widely available at bargain prices, in Mexico they are expensive and there is a limited selection.

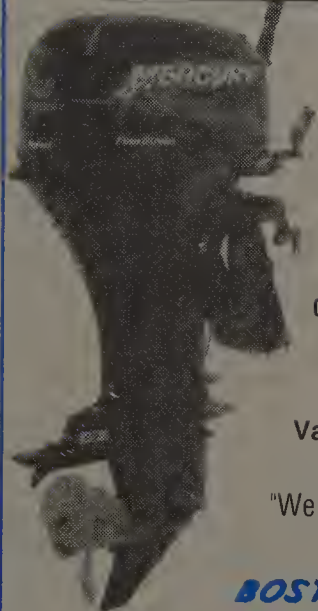
If any of our readers cruising with boats less than 35 feet have discovered a great dinghy-outboard combination, we'd love to hear about it.

AROUND THE FARALLONES

I decided to sail around the Farallone Islands on Sunday, May 18th, and invited my fellow Islander 36s from the Bay Area to join me for safety and camaraderie. I chose this date because of the favorable currents and my expectation of favorable weather. The response has been impressive, and some non-Islander owners who heard about the cruise have re-

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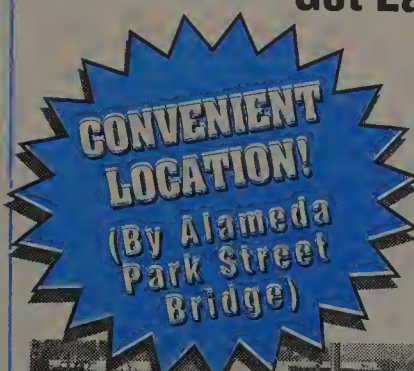
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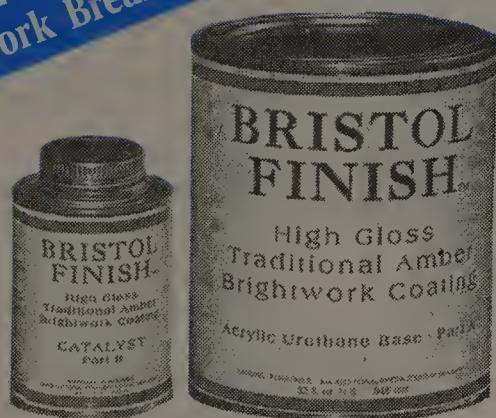


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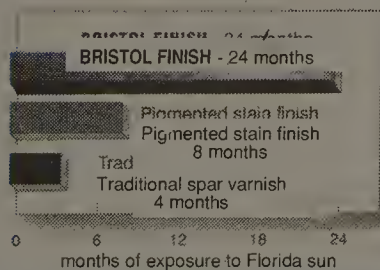
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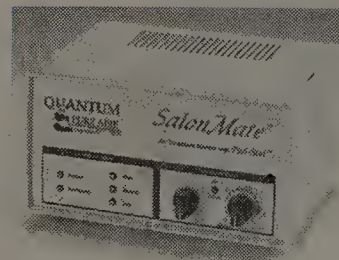
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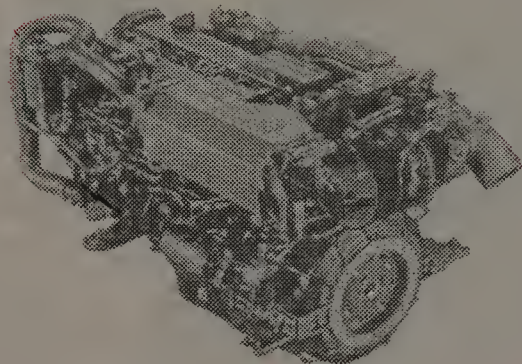
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quested permission to tag along. I would like to open up the invitation to any seaworthy sailing vessel from the Bay Area.

Can you please add this event to your calendar?

So far the Islander 36 respondents have been Charles and Kathryn Hodgkins, *Mischief*; Sandy and Rick Van Mell, *Vanishing Animal*; Karen and Fred Loeser, *Truckee*; Frank Burkhart, *Island Girl* (offering his extra spinnaker to anyone who needs it); Smokey, *Solace*; John Melton, *Freedom Won*; Robert Aston, *Pegasus*; Joseph Krensavage, *Mustang*; Mike Dickson and Daphne Jackson, *Nimbus*; David Morton, *Vivace*; Jim Garrison, *Raspberry Tart*; Barry and Sylvia, *Tomcat*; Tom Furlong, *Vitesse* (maybe); Wall and Nancy, *Snowflower* (maybe); Bruce and Carol Hunter, *Escape* (maybe); Ron and Karen Damsen, *Woodbine*.

Other skippers and boats expected to tag along: Steve Saul, *Time Out*, Tartan 35; Patrick Turner, *Salt Shaker*, Cape Dory 35.

I'm planning on getting underway from slip #239 in the San Francisco Marina at 0700 and will be monitoring VHF channel 71.

Can you comment on any liability I may be exposing myself to? Do I need to issue a disclaimer of liability?

Joseph Krensavage
Santa Clara

Joseph — If you have any assets at all, we suggest you consult at least two lawyers regarding your potential liability, and whether a liability waiver would offer you any protection. Although Latitude founded the Baja Ha-Ha and thinks it's a terrific event, we sold it because anybody can sue anybody, and in this litigious country, just about everybody does. After talking to the lawyers and evaluating the potential risks versus the potential rewards, get back to us and tell us whether you really want the event listed in the Calendar with you as host.

You have a couple of other options. First, form some kind of sailing organization and join U.S. Sailing, which will allow you to buy regatta liability insurance. It's about \$500 a year no matter how many events you host. But it might be a whole lot easier, less expensive, and would expose you to less personal liability if you have the event hosted under the auspices of the Islander 36 Association. That way if somebody gets hurt and decides it was your fault for suggesting the sail, they get to sue the association, not you. At least we think that's how it works.

Is this a great country for lawyers or what?

↑↓ OMISSIONS AND CLARIFICATIONS

There were two omissions in your replies to two recent letters: When a reader asked what documents he needed to clear into Ensenada, Mexico, you listed three items: passports, registration or documentation, and money. You left out proof of insurance. We just moved our boat from Long Beach to the Cruiseport Marina in Ensenada, and they specifically asked for proof of insurance. It's probably also required at Coral Marina and the others.

By the way, we did a little comparison between Cruiseport Marina and Marina Coral. Coral suffers from much more surge as, unlike Cruiseport, it's not inside the main Ensenada breakwater. Coral costs about 50% more and is several miles north of town, but it has a pool and all the hotel amenities. Cruiseport Marina is two blocks from downtown. On the other hand, Cruiseport is a little short of toilets and showers, and it's a fair walk to the toilets from some gangways.

In another letter, you replied that there were four ways

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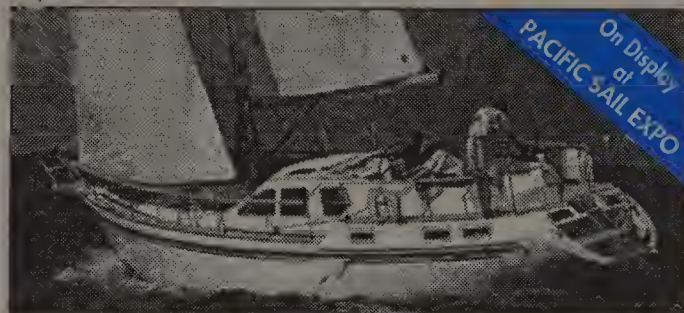
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LETTERS

north to Vancouver from Mexico — via Hawaii, harbor hop, Clipper Route, or truck. Even though the reader specified a summer return and you responded about early summer, the best option is harbor hopping with longer legs in the late spring to take advantage of the southerlies that come with passing lows. We did the Long Beach to Vancouver trip leaving in early May, and stopped at Port San Luis, Monterey, Eureka, and Coos Bay. We anchored in the north lee of Point Arena for a day to let gale force southerlies blow through. The sailing varied from very good to motor sailing, but the northwest swells were tamed so there was really no painful bashing.

Jeff Thompson

Victoria

Portland, Oregon / Ensenada, Mexico

Jeff — To clarify, you don't have to have boat and liability insurance to clear into Mexico, but you do have to have them in order to get into most Mexican marinas.

When talking about getting to Vancouver from Mexico, we're not sure how many lows come so far south that late in the year. It would be interesting if we could see some statistics. As for your trip north from Southern California, riding the southerlies would be the best way to go by far. If you kept a daily log of your noon positions and the weather, we and a lot of our readers would be interested.

↑↓VICTIMS OF THE BRUTAL BEATING AND ROBBERY

Do you have an address for Les MacNeill and Marsha Stromsmoe of the British Columbia-based *Rio Nimpkish*? About a year ago you had an article about how the couple — who were making their way back to Canada from the South Pacific — had been the victims of a brutal beating and robbery in Papua New Guinea. We had cruised with the couple in Australia and had done some hikes with them before they took off for PNG. In fact, we were hiking in PNG when they were attacked. The last we heard, Les had been taken back to Canada for medical treatment.

We were very saddened to hear about their misfortune and are wondering if you might have their address. We found some photos of their boat and thought they might enjoy seeing them. We'd be grateful if you could help.

In the past season we departed Mooloolaba, Queensland, Australia, to cruise New Caledonia and Vanuatu. We arrived in New Zealand for our second visit in November.

A note to readers thinking about visiting French Islands in the Pacific: The French are being a bit sticky and only allowing Americans a 30-day stay in their territories unless you get a visa from a consulate or embassy in the United States. For those heading across the Pacific to French Polynesia, this creates a time-line issue that needs to be addressed.

Thomas & Pamela Howell

Imagine, Farr 58

Tauranga, New Zealand

Thomas and Pamela — In last month's Changes we published a report on Les and Marsha describing their situation. Since you and others in the South Pacific may have missed it, here it is again:

"In December of last year you ran an item about Les MacNeill and Marcia Stromsmoe of Rio Nimpkish, who were making their way from the South Pacific back to their homeport of Victoria, B.C.," writes James MacNeill. "If you recall, they were viciously beaten while ashore at Papua New Guinea. To update the story, they were medically evacuated to Australia.

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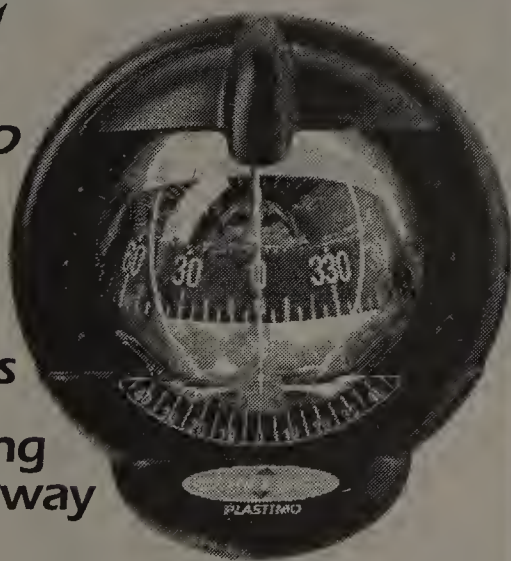
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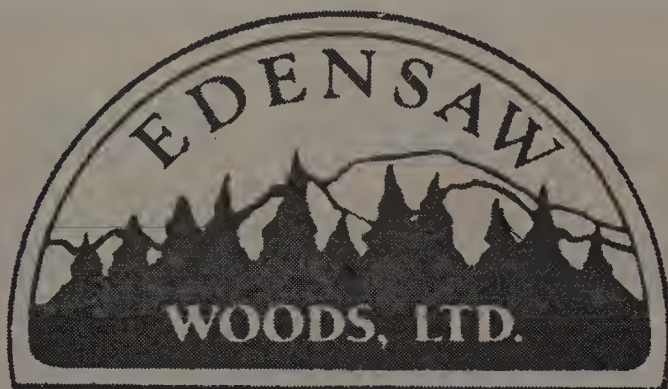
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LETTERS

and later Canada. Marcia estimates that she's at 90% of her previous abilities. Les is physically fine, but has a serious brain injury that caused him to lose his short-term memory and ability to do abstract thinking. Fortunately, he can remember everything up to the attack. He also retains his sense of humor and spirit, saying he won't let that "#!&%@#!" ruin his life.

Earlier in the year, Marcia returned to Rabual with three friends to sail Rio Nimpkish back to Canada. To compound the previous troubles, she discovered that the boat had been broken into twice while in the care of the local yacht club! A lot of stuff was lost, the most serious besides their photos being their address book. Given all that has happened, the couple has begun to wonder if they are atoning for something bad they did in a previous life. In any event, they'd like to let cruising friends they'd met in the Pacific know they can be contacted at stromsmoe@hotmail.com; at 583 Toronto Street, Victoria, BC, V8V 1P1; or at (250) 381-2176.

They would love to hear from you. After Marcia and the two friends sailed Rio Nimpkish back to Victoria, the boat was sold, which was quite sad. As is the case with many cruisers, the couple hadn't been insured for their losses."

↑↓WE ALL NEED TO DO OUR PART

Here are some thoughts about oil spills brought to mind by *Latitude's* mention of the sorry *Prestige* incident and its multinational chain of ownership:

While the oil spill emanating from the sinking of the *Prestige* off Spain is an environmental tragedy and an indictment of our poor management practices, it may be valuable to put it in perspective. The 20 million gallons spilled does not put this accident in the top 10 among oil spills since 1960. The Gulf War discharge of 240 million gallons into the Persian Gulf in 1991 tops the list. The *Exxon Valdez* at 10 million gallons ranks 47th among oil spills. Every year almost 240 million gallons of used motor oil reaches the sea as runoff from land and streets, storm drain disposal, and landfill seepage. This annual total is more than 10 times the *Prestige* loss.

The used refined oil with additives and combustion products is much more toxic than crude oil which, after all, is a natural product that has been seeping into the environment for millennia. We all need to do our part to minimize the discharge of refined oil and work continuously to make tankers and pipelines safer as well.

Mike McGowan
Olympic Circle Sailing Club member
Oceanographer at the SFSU Romberg Tiburon Center for
Environmental Studies

Mike — It would be nice if we could do without oil, but for right now that doesn't seem to be the case. Since each gallon of oil is estimated to provide 300 man hours of benefit, the stuff has become almost as essential to modern life as oxygen. Therefore, we couldn't agree with you more, that oil needs to be extracted, refined, and transported as safely as possible. And that each one of us has to do our little part, too.

Furthermore, we think at least 5% of each year's oil production ought to be set aside for the making of condoms. After all, nothing would help the planet more than reducing the world's population by 50% — without it being the result of nuclear weapons or germ warfare, of course.

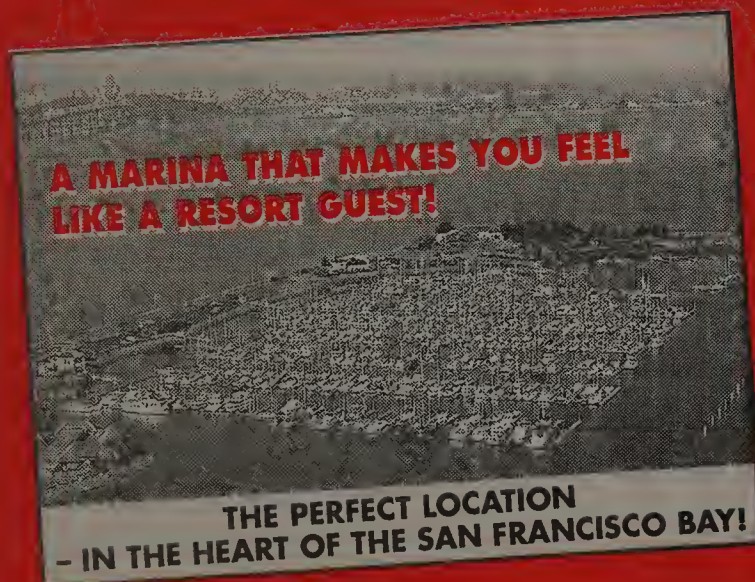
↑↓IT WILL BE FRAMED

This is to thank you and all your staff who were involved in selecting the photo of my boat *Vita e Bella* for the front cover of the January issue. I had such a great time on the

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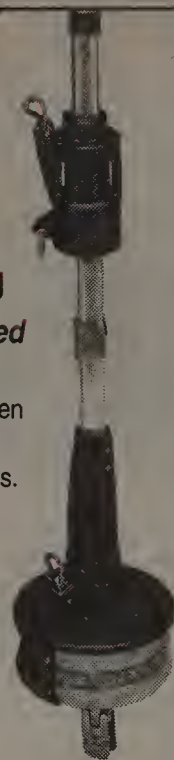
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LETTERS

Baja Ha-Ha, and now this! It will be framed and hung in a very special place in my home in Seattle. Thanks again for all that you all did to make the Ha-Ha 2002 so successful.

Colin Pallemmaerts
Vita e Bella
Seattle, Washington

LAUREN ARENA, FORMER HEAD OF THE YRA OFFICE

Many of your Bay Area readers will remember Lauren Arena, who was my assistant in the YRA office during the mid-1980s, and who then took over in 1987 for five years. Along with the regular duties of that office, she was also instrumental in the organization of the annual Volvo Regatta which was held over Memorial Day Weekend.

Lauren left the Bay Area in 1992 and opened a restaurant in Astoria, Oregon, called Someplace Else. It was a success, but after 10 years she was thinking of selling it and returning to Northern California. Unfortunately, Lauren didn't get the chance. She died on January 8, at age 56, from pneumonia.

Kitty James
Editor and Publisher, *Santana Sailing Magazine*
Southern California

ILLEGAL COMBOS OF NAVIGATION LIGHTS

The January *Changes in Latitude* had a comment from a Ha-Ha participant complaining about sailors who have their masthead and deck level running lights on at the same time. I share the complaint. It also bothers me when a skipper runs his steaming light at the same time as his masthead tricolor.

Wanting to avoid the embarrassment of failing to practice what I preach, I devised a system to prevent either of these situations. My electrical panel has one circuit breaker for my running lights. The output from the breaker leads to a switch that allows me to select either masthead or deck level running lights. The output from the deck level side of the switch also runs to another switch that allows me to turn my steaming light on or off. With this setup, I prevent an illegal combination of lights.

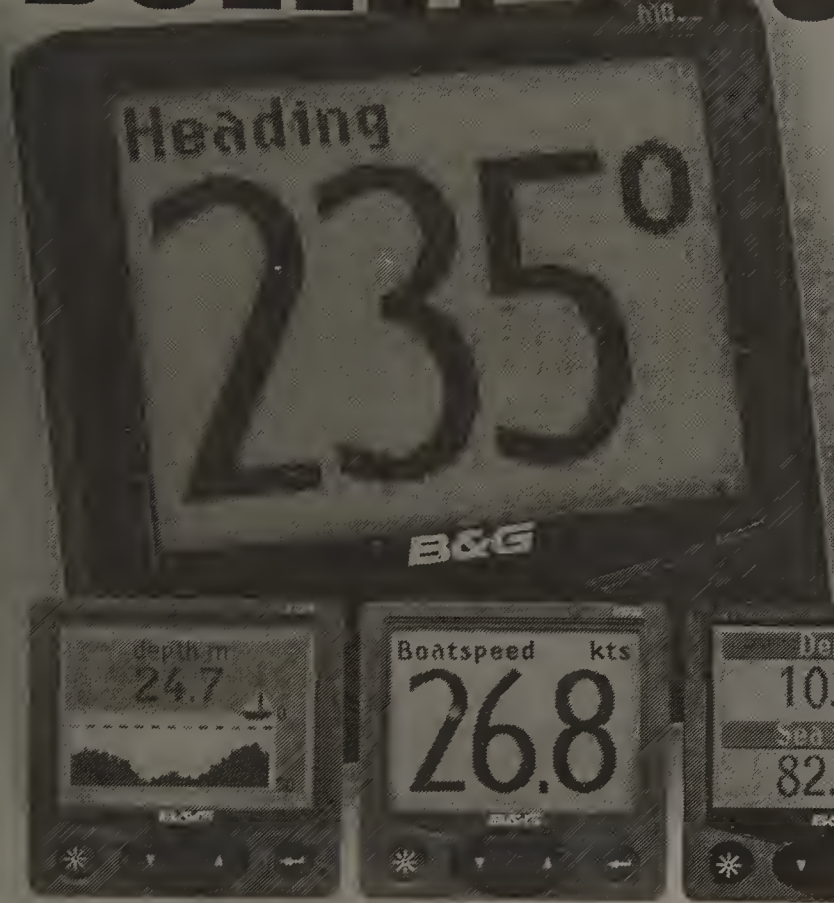
Thom Rose
Cloud Nine, Hans Christian 43
Seattle

Thom — There are a couple of good reasons for having both deck level and masthead running lights. The former are often better in close quarters such as San Francisco Bay, while masthead tricolors are easier to see out on the open ocean when there are swells. In addition, having two systems provides redundancy. However, running both deck level running lights and a masthead tricolor at the same time is illegal because it indicates that you're something other than a sailboat. Quiz: What does it indicate?

When it comes to running lights, our big complaint is with cruise ships. They're lit up with so many bright lights it's often impossible to find the running lights.

We've been swamped with letters for the last several months, so if yours hasn't appeared, don't give up hope. We welcome all letters that are of interest to sailors. Please include your name, your boat's name, hailing port, and, if possible, a way to contact you for clarifications. By far the best way to send letters is to email them to richard@latitude38.com. You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.

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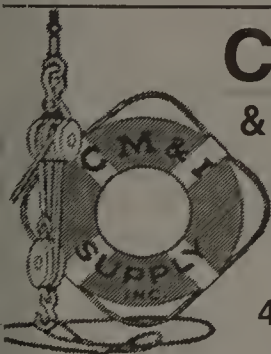


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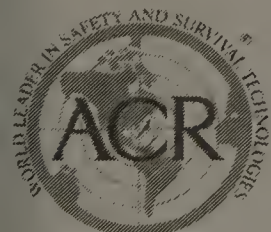
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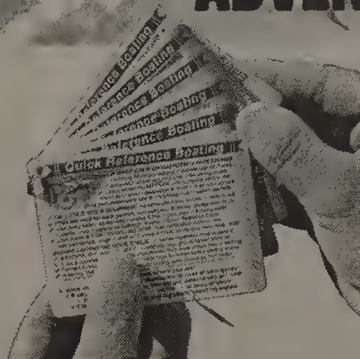
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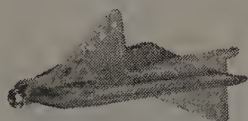
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LOOSE LIPS

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We are saddened to inform you that three notable sailing personalities passed away in late December and early January. Our sincerest condolences go out to the families.

— Longtime local sailor and racer Rolfe Croker died at home in San Anselmo on December 27, ending a long battle with cancer. He was 78. Rolfe was a native San Franciscan and descendant of a pioneering family who came here during the Gold Rush. He attended Lowell High School, was injured during the invasion of France during World War II, and followed in his father's footsteps, making a career in the real estate industry where he earned the nickname 'Croker the broker.' Rolfe learned to sail as youngster, joining the San Francisco Yacht Club at the age of 15 and immediately embarking on a racing career in his Moon Boat. Between then and his last boat, the Santa Cruz 50 *Hana Ho*, Croker's accomplishments on the race course included numerous Season Championship ships in local Bay and ocean series, nine TransPac's and countless Mexican races.

In addition to SFYC (where he was Yachtsman of the Year in 1987, and Commodore in 1993-'94), he was an active member at one time or another of the Marin YC, St. Francis YC, Trans Pacific YC and Cruising Club of America. Rolfe was a true gentleman, mentor and a role model when it came to sailing, and we recall many Friday night races where *Hana Ho* would be sailing the course with about 50 people on board — whoever wanted to come was always welcome. Forty-one boats from the SFYC took part in the remembrance ceremony and ash scattering in January. The family requests that any memorial contributions be made in Rolfe's name to Hospice of Marin.

— Southern California sailor Linda Elias passed away on January 3, after a nine-year battle with ovarian cancer. She was 52. She is remembered here because she was more than a great sailor — although she was that, too. In the biggest picture, she was a role model for all sailors, but particularly women. As Rich Roberts put it in his tribute to her in the *San Diego Log*, "Whatever strides women have made in sailing over the last couple of decades, they owe in large part to Linda Elias and others like her."

Linda's sailing resume includes four TransPac's and one Pacific Cup. She was too sick to accompany her all-woman crew in '97, but flew to the Ala Wai to greet them as they sailed the chartered SC 50 *Bay Wolf* in to the dock. She also did at least 15 Mexican races, including perhaps her wildest ride — the '85 Puerto Vallarta Race aboard the MacGregor 68 Joss. Their mark of 4 days, 23 hours has never been broken. Elias' ovarian cancer was diagnosed in 1994 and, says friend and shipmate Camille Daniels, "She did more in the nine years she fought the disease than most people do in a lifetime. With just five days notice, 400 people and 24 boats attended the remembrance of her life at Long Beach YC."

— Stanley Rosenfeld, heir to the title of 'America's marine photographer', passed away at his Miami home December 23. He was 89. Stanley's father, Morris, hung out his shingle as a photographer in 1910 in Manhattan. The bread and butter of the company was industrial and advertising photography, but the passion of both father and son was capturing the grand yachts that sailed the Sound. By the time Stanley the middle of five children, was old enough to help drive the company photoboat *Foto*, Morris was well on the way to fame as a marine photographer.

Stanley continued the business and the art his father had founded. He contributed to more than 20 books and hun-

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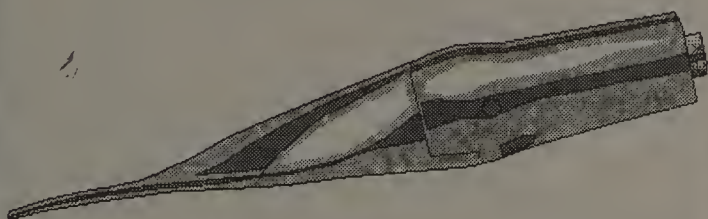
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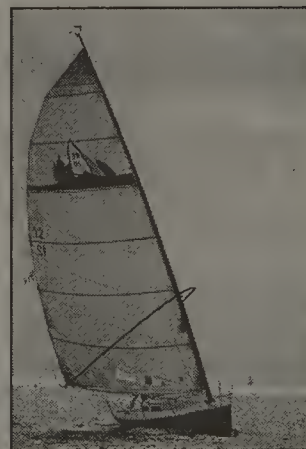
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LOOSE LIPS

dreds of magazine articles on yachting, and produced many cover photos. One of the last and most ambitious of his own books was *A Century Under Sail*, published in 1984. This large volume included many of the best photographs taken since the turn of the century by both father and son — including perhaps the most famous Rosenfeld image: "Flying Spinnakers", a spectacular shot of the 12 Meters *Gleam* and *Northern Light* racing across Long Island Sound in the '30s. Although Morris Rosenfeld took the photograph, it was Stanley at the wheel of the photo boat who set it up. It took 21 passes before he had the angle right for his father.

1984 also marked the year that Stanley Rosenfeld sold the family collection of nearly a million images from the 1920s to 1981 to the Mystic Seaport Museum in Connecticut for \$1.8 million. He continued working for a while longer, appearing with his large camera bag draped over a shoulder at America's Cup regattas in 1987, 1988 and for the last time in 1992. The 1995 bout was the first he'd missed in 65 years. He was inducted into the America's Cup Hall of Fame last February, following his father's posthumous induction in 1995.

Selective availability is back — kind of.

Here's one we bet you never thought of: The Coast Guard recently reported that certain marine television antennas may interfere with the performance of Global Positioning System receivers, resulting in inaccurate position information or a complete loss of GPS signals.

And we're not talking about TV antennas on just your boat. In some cases, vessels up to 2,000 feet away from an active antenna have reported interference.

The Federal Communications Commission identified the following models of antennas as having potential problems during investigations of GPS interference:

- * TDP (Tandy Distribution Products) Electronics - MINI STATE Electronic Amplified UHF/VHF TV Antenna - Models 5MS740, 5MS750, 5MS921

- * Radio Shack Corporation - Long Range Amplified Omni Directional TV Antenna - Model 15-1624

- * Shakespeare Corporation - SeaWatch - Models 2040 (Code date 02A00), 2050 (Code date 03A00)

The Coast Guard stresses that interference problems may not be limited to these antenna brands and models. If mariners identify another model with a GPS interference problem, or if turning off the antenna does not improve the GPS receiver performance, the Coasties request they contact the 24-hour Navigation Information Service at nisws@navcen.uscg.mil or (703) 313-5900.

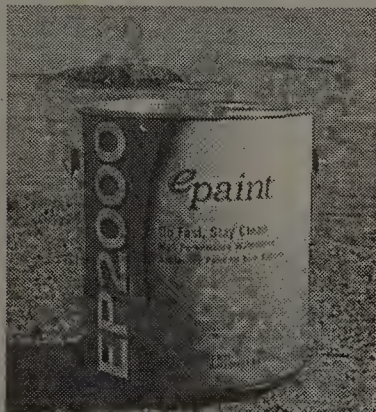
Mariners who experience outages or degradation of their GPS receiver operation should perform an on-off test of their marine TV antenna. If turning off the power to the antenna results in improvement in the GPS receiver performance, the antenna may be the source of interference. In that case, the mariner should contact the manufacturer of the antenna and identify the symptoms.

Who's on first?

Two of the many nice folks who participated in the last Baja Ha-Ha were Sherman and Leslie Martin of the Seattle-based Crealock 37 *Spirit Healer*. Leslie was born in Cambridge, Massachusetts, but lived for a year in Mexico City as a youngster when her father was on sabbatical. His name — and her maiden name — is Greengo. "So every time someone would ask our name and we said, 'Greengo'," says Leslie, "they'd just smile and say, 'I know, but what's your name?'"

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SIGHTINGS

tyed up in a cat suit

France's Fountaine-Pajot is the largest builder of catamarans in the world, yet they no longer bring boats they own to the United States. This is a direct result of a lawsuit brought by Ted Keech of Oakland on behalf of Peter Schlenzka and Julie Langhorne, formerly of Portola Valley and currently of the Tahoe area. What follows is the story of how what appears to have been some minor problems that could have easily been fixed for about \$25,000 has ballooned into a lawsuit with the plaintiffs poised to ask for approximately \$5 million. It's also a story that illustrates how small local marine businesses can end up as collateral damage in such lawsuits.

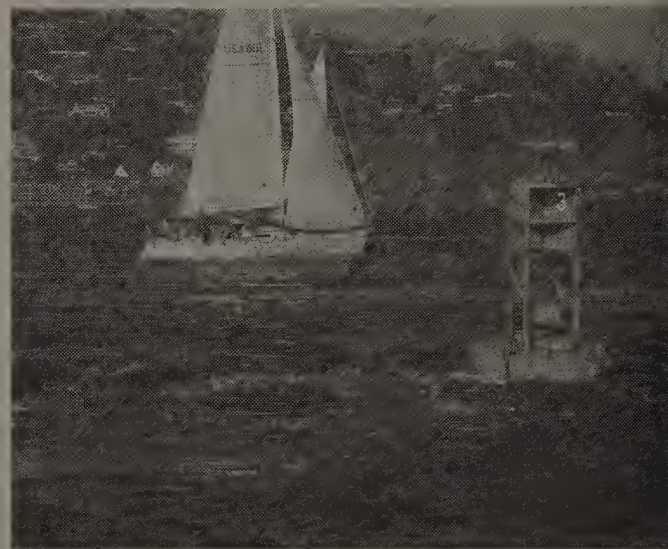
In February, 2000, Schlenzka and Langhorne took delivery of *Constellation*, a new \$830,000 Marquesas 56 that had appeared in the

continued on outside column of next sightings page

the empire

On January 14, West Marine and Boat/U.S., two of the biggest players in the marine business, announced that they have formed a strategic alliance for the next 10 years. Under the terms of the agreement, West Marine is paying \$72 million for all of Boat/U.S.'s retail stores, catalog sales, and wholesale operations. In addition, West Marine will help direct people to Boat/U.S., which has seen its membership plateau at about 500,000.

The two companies have always been very different. From its inception as one



At play in the Bay (clockwise from here) — 'Cat's Meow' rides a nice winter breeze; becalmed off Angel Island; a brisk ebb in Raccoon Strait; Mount Tam rises above the mists.

strikes a deal

store in Mountain View, West Marine's main focus has always been selling marine products. After opening several stores, it went public, which allowed it to raise the kind of money necessary to expand rapidly to the point of becoming dominant over all competitors. With the addition of the Boat/U.S. retail operations, which will retain the Boat/U.S. name, West Marine will have 320 outlets.

Boat/U.S., on the other hand, started out as a sort of 'AAA' for boats, and was

continued middle of next sightings page

cat suit — cont'd

Miami Boat Show. It was all according to plan, as the couple had received a major discount for agreeing that the boat could be used in the show. With the help of a paid captain, they cruised down to the Eastern Caribbean until August of 2000, at which point they hauled the cat at Trinidad for regular maintenance.

When the boat was lifted out of the water, bottom paint was discovered to be falling off part of the outside of the port hull at the waterline. When it was removed, it was found that in some places bottom paint had been applied directly over filler and fairing compound, and in some places there was filler between layers of bottom paint. There were also some small blisters and a few other minor issues with the hull. While none of these things were right, they were easily repairable.

Nonetheless, Keech says that soon after this discovery, his clients decided they wanted to be out of the boat and to get their money back. This strikes us as such an extreme reaction to such relatively minor new boat problems that we can't help but wonder if the fact that it was the couples' first boat didn't have something to do with it. After all, veteran boatbuyers know that it's not uncommon for new boats to need quite a bit of work. Or who knows, after using the boat for months, maybe the couple came down with a case of 'buyer's remorse'.

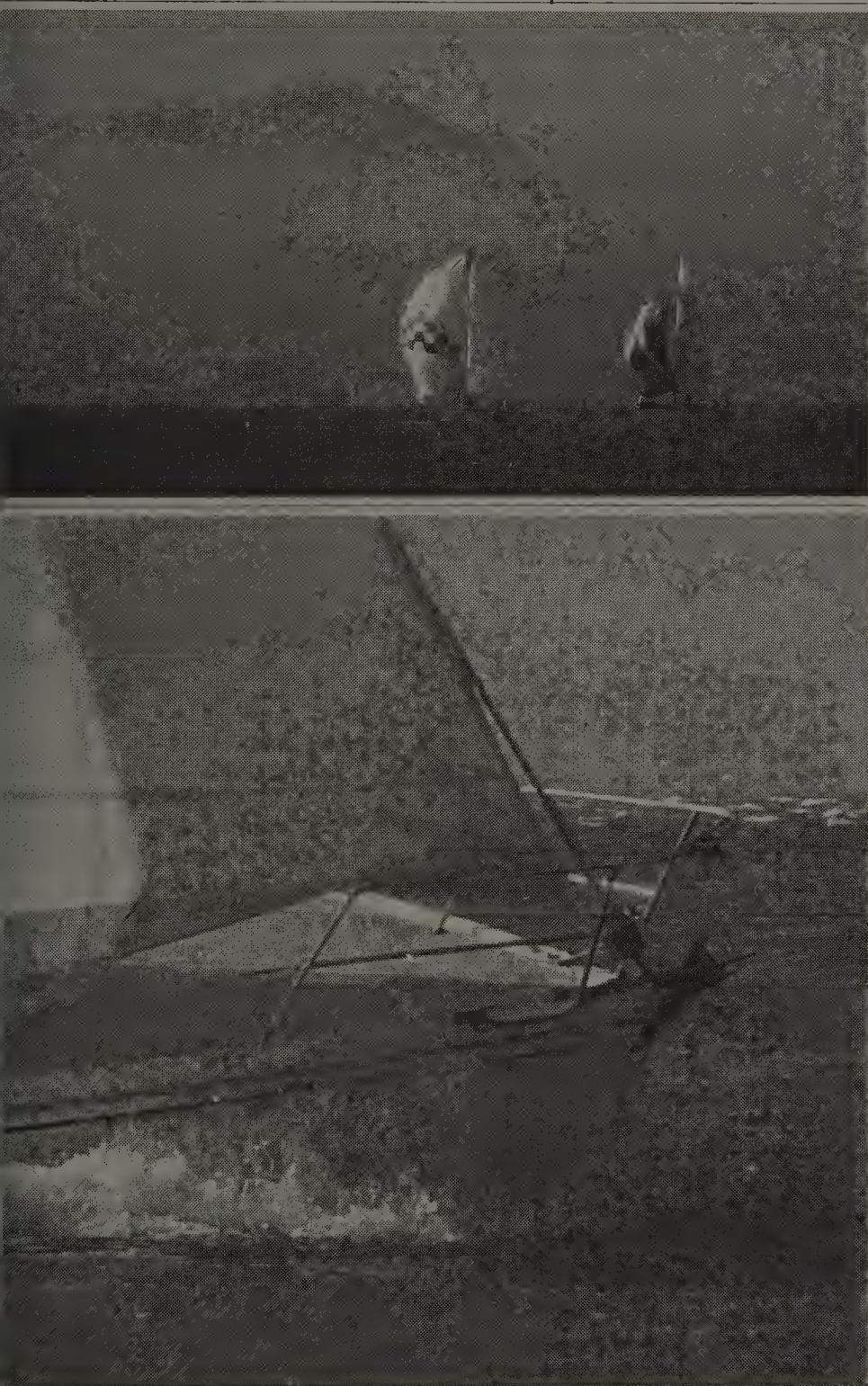
In any event, F/P wasn't thrilled with the idea of taking the boat back. After unsuccessful communications, Schlentzka and the hired captain brought the boat back to Florida, where it was basically put in storage. Eventually, the cat would be surveyed by Alameda's Jim Jessie and others. At some point, a section of port hull skin was removed, and some damage found in the foam. The parties dispute how the damage was caused, with F/P saying it was done by clumsy boatyard workers removing the skin. There was also some amount of moisture found in the core.

In October of last year, the stakes suddenly exploded, as Keech says he and his clients obtained information that leads them to believe that the port hull had been damaged at the F/P factory in La Rochelle, France, on December 27-28 as a result of a particularly severe winter storm. The plaintiffs now claim that the damage and "hasty and shoddy repairs" were concealed from them. They say that the damage and repairs rendered the boat no longer new, and that they had become victims of fraud. Keech acknowledged that they are now set to ask for approximately \$1 million in out-of-pocket money and \$4 million in punitive damages.

This case is somewhat reminiscent of the one in which a fellow in the South sued BMW after he discovered they'd done some minor touch up painting to fix 'dings' the vehicle had incurred during delivery. Keech says that the plaintiff was originally awarded several million dollars, but on appeal the amount was dropped to \$50,000. He says the difference between the F/P case and the BMW case is that BMW never concealed that they did touching up as a regular practice, while F/P denies there was significant damage from the storm, and that they had made any repairs.

Schlentzka and Langhorne actually bought the boat from Rod Gibbons' Cruising Cats USA — which has offices in Alameda, Washington, and

continued on outside column of next sightings page



SIGHTINGS

cat suit — cont'd

Florida — and he was named in the suit. A typical boat dealer with limited assets, Gibbons' lawyer insisted that in order to protect himself from a potentially massive judgment, he filed for bankruptcy — which resulted in a number of local marine businesses being left as unsecured creditors for amounts in the several hundred dollar range to a couple over \$1,000. "I absolutely hated having to do it," Gibbons told us, "but if I didn't, I might have had a multimillion judgment hanging over me for the rest of my life."

As perhaps Gibbons' largest unsecured creditor, we at *Latitude* find it hard to be angry with him, particularly since he has a good reputa-

continued on outside column of next sightings page

empire

built on marine insurance, boat financing, consumer advocacy, and government representation. With stagnating membership numbers in recent years, Boat/U.S. opened retail marine goods stores hoping to funnel customers into Boat/U.S. memberships. The company says they have no idea if their stores ever made money on their own, but that it was tough going up against West Marine, and it was draining too much of their resources.

MATT CALLAHAN



Above, Sally and Kame Richards — 30 years of sailmaking and they can still smile! Spread, enjoying the grand opening of Pineapple's new loft in Alameda.



— cont'd

With the sale and alliance, both West Marine and Boat/U.S. are expected to benefit. Indeed, despite a sour stock market, West Marine stock jumped from about 14.5 to 18 in heavy trading. The sailors we spoke with aren't so sure it will be good for them, as they nearly universally groused that monopolies and near monopolies are almost always better for the companies than the consumers.



CHRISTINE WEAVER

cat suit — cont'd

tion, has supported us for a long time, and seems to merely be a little guy getting crushed between two much larger adversaries. Gibbons told us that he and Schlenzka got along fine. "After they started their cruise and were having normal new boat bugs, I sent him \$10,000 and told him to use it to fix minor problems with the boat, and if there was any money left, to send it back to me. After a couple of months, he sent me a check for \$700." As if the lawsuit wasn't a big enough problem, Gibbons recently discovered he has a medical condition that makes the lawsuit pale by comparison. "Still, I'd appreciate it if you let everyone know that we're like United Airlines: we had to declare bankruptcy, but we're still in business and I'm in the office all the time."

With a trial set for February 7 in Oakland, F/P made a final settlement offer — perhaps for the full price of the boat plus some significant additional money — on January 17. The plaintiffs declined it.

As a result, F/P is taking an entirely different tack. They have informed Keech that they will not participate in the trial, believing California courts have no jurisdiction over them. They say they've never had any operations or employees in the United States. F/P further says they accept that the plaintiffs are likely to win a default judgment in Oakland, in which case they will respond by invoking Article 15 of the French Civil Code — which states that French corporations are only subject to judgments rendered in French courts.

Since it's probable Keech will win a default judgment, it's possible the resolution will come down to whether or not he can enforce the judgment in France — and other countries where F/P has assets. It's certainly not a sure thing, however, as the French courts aren't likely to be as friendly as U.S. courts. But Keech thinks he can do it. Then, too, if F/P is facing a potential loss of \$5 million, they have plenty of reason to restructure their operations to eliminate the exposure of their assets in countries that would enforce such a judgment. Of course, there is also the possibility that both parties will evaluate their risk/reward positions and agree to a settlement.

What chaffs us most about this situation — other than the fact that we're innocent bystanders who are taking a fiscal punch in the nose over it — is that we don't think it ever should have happened. Based on all the plaintiffs' photos and documents we've seen, there clearly was some damage to the boat, no matter how it was caused. In the court of our mind, F/P should have repaired it completely and properly at the first opportunity. On the other hand, we frankly don't see what all the fuss is about. As far as we're concerned, all the problems seem relatively minor in the sense that all could be easily remedied with no harm to either the structural integrity of the boat or her cosmetic appearance. We say this having a more intimate knowledge of composite repairs to large catamarans than we'd prefer.

pineapple power

About 350 people helped Kame and Sally Richards celebrate the grand opening of their beautiful new Alameda Pineapple Sails loft on January 10. The evening doubled as a 30th anniversary party for their business, which has survived and prospered over the years while other Bay Area sailmakers have gone under or been swallowed by national chains. It was a 'warm and fuzzy' evening of copious food and drink, live music and multiple sailing personality sightings.

Over the last three decades, Kame and Sally have lost track of how many sails they've cranked out — "thousands and thousands" was about as close as they could get. Just as significantly, they've made a ton of good friends along the way, as evidenced by the roomful of smiling customers and even business competitors, including representatives from Hart, Hogin, North, Quantum, the Spinnaker Shop and Santa Cruz Sails.

Our congratulations to Pineapple Sails, as well as thanks for being our first and longest-running major advertiser — they've occupied a full page in the beginning of this magazine since 1977.

SIGHTINGS

life begins (again) at 40

Interest is growing for the proposed Cal 40 one design class in this summer's TransPac race. At least 10 owners have expressed interest in participating, including the Bay Area's Stan and Sally Honey, and San Diego's Dennis Conner, who recently bought *Persephone*, hull #1.

As mentioned when we first brought this great idea to your attention in our November issue, Southern California's George Griffith was the idea man behind the Cal 40. He came to Bill Lapworth in the early '60s with the parameters of a lightweight, fin-keeled, off-the-wind flyer. To say the boat lived up to those expectations may be the understatement of the decade. Especially the decade following the 1965 release of the boat to the unsuspecting world of offshore yacht racing: for almost 10 years, Cal 40s owned the TransPac.

Now, in a way, they may 'own' it again.

The idea for a revived Cal 40 fleet in TransPac came after Wendy Siegel won the Aloha Division of the last TransPac with her Cal 40 *Willow Wind* (hull #25). "Someone mentioned that 2003 would mark the 40th anniversary of the launch of the first Cal 40 (Griffith's prototype boat was launched in '63), and it sort of took off from there," she says. Now she's put together a party which should provide a big incentive to Cal 40 owners who are on the TransPac call-back list, but have yet to commit: a "Cal 40 Revival Party" at Alamitos Bay YC on Friday, February 7, from 7-9 p.m. Among those attending will be both Bill Lapworth and George Griffith. For Cal 40 sailors, this is the equivalent of having cocktails with George Washington and Thomas Jefferson. For more information on this auspicious gathering, contact Dick Montgomery (310-377-4762) or Jerry Montgomery (310-245-6371).

As far as the race itself, what could be better incentive than racing to Hawaii with a bunch of good friends? Well, since you asked, how about racing against two of the best sailors in the world: Dennis Conner (still a maybe) and Stan Honey (signed up for sure)? Conner needs no introduction. If you follow world-class offshore sailing or read this magazine regularly, Honey shouldn't either. If you don't, one of his most recent projects was navigating Steve Fossett's 125-ft maxi-catamaran *PlayStation* to a new Atlantic Record last spring. Stan and/or Sally — herself a two-time Rolex Yachtswoman of the Year — have sailed their Cal 40 *Illusion* in just about every local and offshore event in and out of San Francisco. Including to Hawaii — as a duo, they won the Doublehanded Division of the Pacific Cup; and solo, Stan won the Singlehanded TransPac — in the process setting the fastest time to Hawaii of any Cal 40, crewed or otherwise, ever.

Illusion's crew for TransPac includes Jon Andron and Skip Allan, two more names synonymous with offshore accomplishments — a few of them on Cal 40s. TransPac old timers — okay, historians — may recall that Skip won the '67 TransPac on the Cal 40 *Holiday Too*, and Jon won in both '69 and '71 on the Cal 40 *Argonaut*.

We're not saying you'll have a prayer of beating these people — it would just be neat to say you raced against them.

"We've owned *Illusion* for 14 years now, and are still delighted with the boat," says Stan. "It is well-mannered in all conditions, and is easy to sail short-handed. It's also nice to own a boat that, wherever you go, somebody will stop by and say that they used to crew on Cal 40s and intend to buy one someday — just as I used to say. We've raced *Illusion* in the Ocean Series, the HDA series, the SSS series, and have cruised to Glacier Bay Alaska and back. This will be our fourth Hawaii race on the boat."

"Thanks to Wendy for putting this together, and thanks to George Griffith and Bill Lapworth for creating the Cal 40 in the first place," Stan says. "I hope that all Cal 40 owners make the extra effort — as we are — to participate in this 'blast from the past' race. We're certainly looking forward to racing DC if he makes it to the start."

What's that — you don't have a Cal 40 or know anyone who does? Sign up for our Crew List in this issue and specify you want to sail TransPac on a Cal 40. Don't want to do that but might do the race on your own '40 if you could find a deal on one? Look in our *Classy*

continued on outside column of next sightings page

change of

It was Alexander Hamilton, the first Secretary of the Treasury, who came up with the idea of a Revenue Cutter Service. The mission of this precursor to the Coast Guard, formed in 1790, was to enforce the collection of import taxes from visiting ships, and to stem the spread of piracy.

In the intervening years, four additional maritime entities were created and merged into today's Coast Guard: the Lighthouse Service (created in 1789, transferred to the Coast Guard 1939), the Steamboat Inspection Service (1852/1946), the Bureau of Navigation (1884/



If everybody had a notion — 'Illusion' surfing back to the Bay in the 2001 crewed Lightship race.

command

1946), and the Lifesaving Service (1878/1939).

The last major change to the service was in 1967, when President Johnson transferred the Coast Guard from the Treasury Department to the newly formed Transportation Department. Now, 36 years later, another transformation is about to occur, this one predicated on the defense of our maritime heritage. In March of 2003, the Coast Guard, in its entirety (active duty, reserve, auxiliary and civilian components, along with all assets) will be transferred to the newly

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cal 40 — cont'd

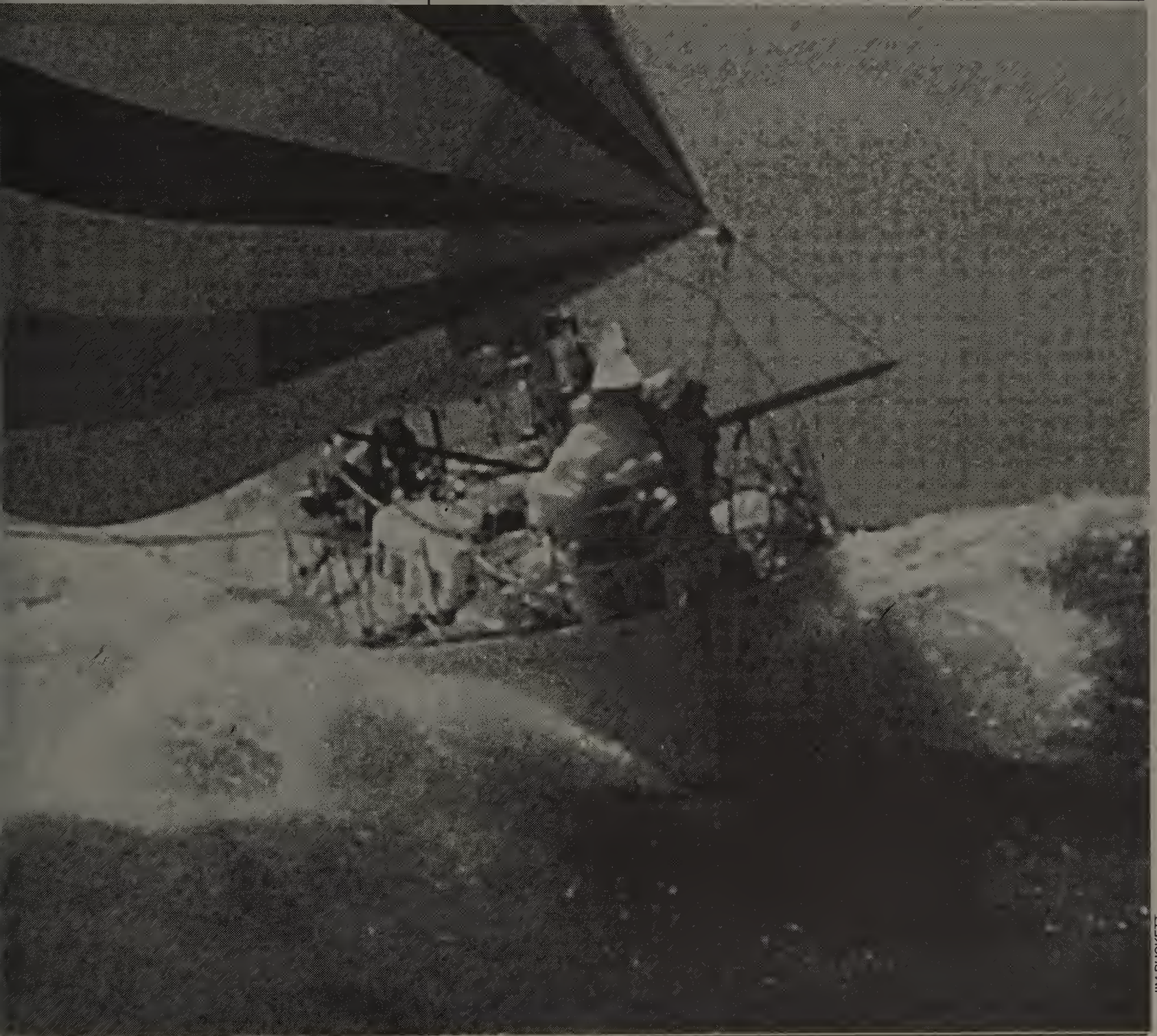
Classifieds this month. There's one in there with an asking price of \$32,000. For more on the Cal 40 fleet in this summer's TransPac, contact Wendy Siegal at sailingrus@earthlink.net.

This is history in the making, folks — don't miss out on it!

they could have saved the money by just asking us

As we've been reporting over the last year or so, the Mexican government has released plans to build a 'nautical stairway' — or *Escalera Nautical* — of marinas every 120 miles or so from the border down to Cabo San Lucas and then up into the Sea of Cortéz. The idea is that

continued on outside column of next sightings page



JIM PUCKETT

nautical stairway — cont'd

such a stairway will lure countless *gringos* down with their boats, bucks, and golf clubs, and make Baja the second coming of Cancun. The Mexican government says they are going to spend \$250 million to get the ball rolling on what ultimately will be a \$1.9 billion project.

For the last year or so, we've been telling *Latitude* readers, the *Mexico City News*, the *L.A. Times*, and just about anybody else who will listen that the *Escalera Nautica* is a foolish idea because there just isn't a big enough market for it. And it's not as though we've been a voice in the wilderness. In conversations with Enrique Fernandez at Cabo Isle Marina, the Grossmans at Marina San Carlos, the Shroyers at Marina de

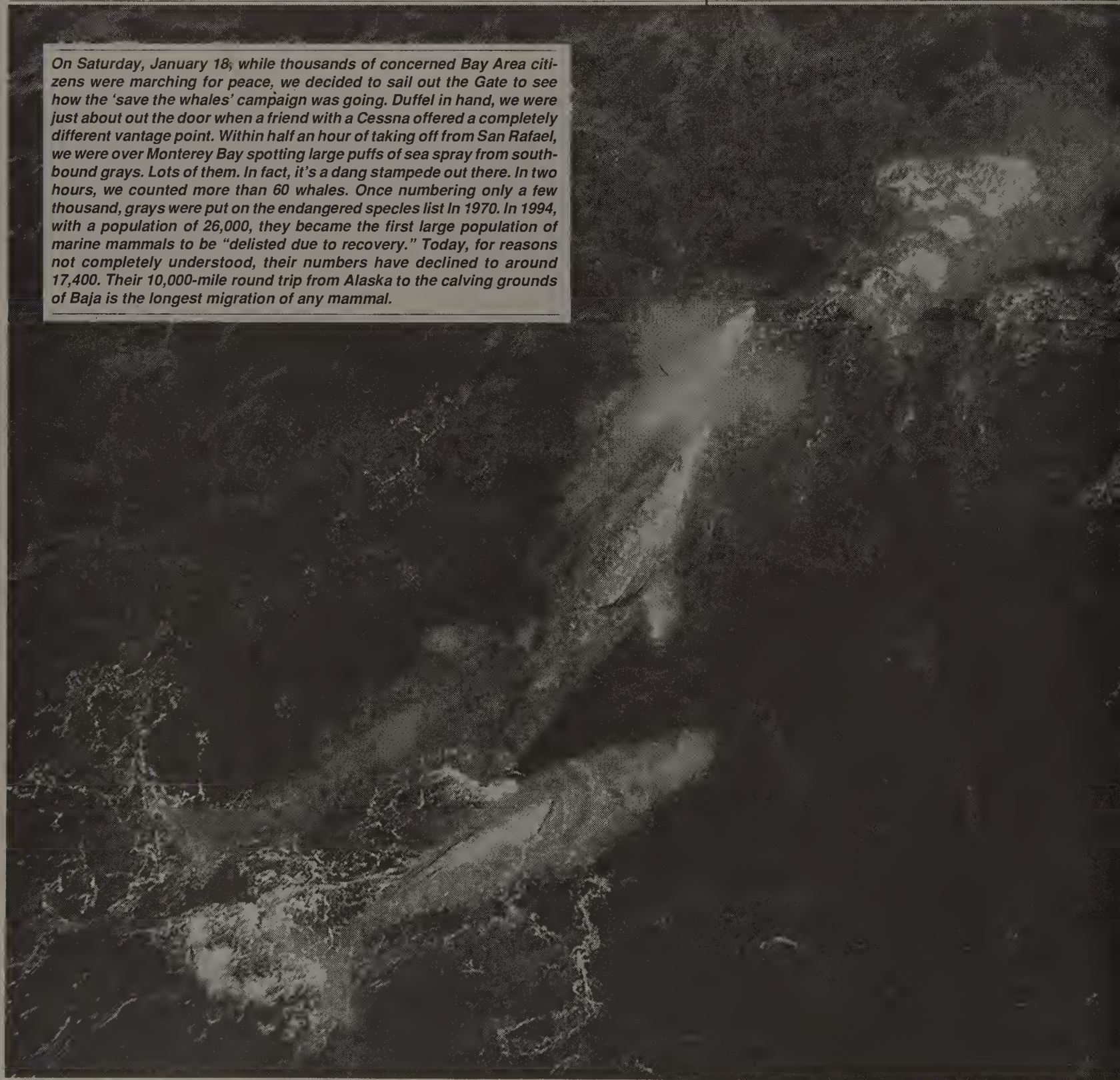
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coast guard

formed Department of Homeland Security (DHS).

The mission of the DHS is threefold: preventing terrorist attacks, reducing America's vulnerability to terrorism, and minimizing the damage from potential attacks. Of 22 agencies being transferred to the DHS, the Coast Guard is one of the most important: they are the lead agency for maritime defense. Increased communication, coordination and resources

On Saturday, January 18, while thousands of concerned Bay Area citizens were marching for peace, we decided to sail out the Gate to see how the 'save the whales' campaign was going. Duffel in hand, we were just about out the door when a friend with a Cessna offered a completely different vantage point. Within half an hour of taking off from San Rafael, we were over Monterey Bay spotting large puffs of sea spray from south-bound grays. Lots of them. In fact, it's a dang stampede out there. In two hours, we counted more than 60 whales. Once numbering only a few thousand, grays were put on the endangered species list in 1970. In 1994, with a population of 26,000, they became the first large population of marine mammals to be "delisted due to recovery." Today, for reasons not completely understood, their numbers have declined to around 17,400. Their 10,000-mile round trip from Alaska to the calving grounds of Baja is the longest migration of any mammal.



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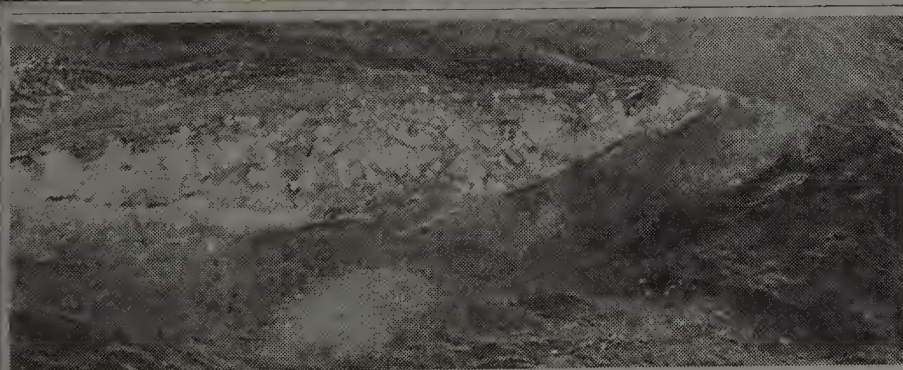
within the new department will help them perform that job.

For all intents and purposes, recreational boaters should see no real difference in Coast Guard presence or missions. They'll still be out there performing search and rescue, environmental protection, 'stewardship of the oceans' missions and recreational boating safety programs.

— wayne spivak



MITCH PERKINS, WITH SPECIAL THANKS TO JIMAIR AND SHAGGY



nautical stairway — cont'd

La Paz, and just about everybody else familiar with the situation, the conclusion is the same.

Exactly how off-the-wall is the plan? The Mexican government is basing their plans on the assumption that 61,000 yachts a year will come down from the United States to use these facilities. Sixty-one thousand! Yes, it's a ridiculous number, but no, it's not a misprint.

At the urging of environmentalists and others, the David Packard Foundation bankrolled a study by EDAW to evaluate the Mexican government's market study. Wonder of wonders, EDAW concluded that the government's projections were off by 500 to 600%. Even then, we think they were being kind.

A lot of environmental groups have been railing against the *Escalera Nautical* because they claim it would kill every living thing on the Baja Peninsula. This is a bunch of baloney, too, because it's possible to intelligently build marinas that wouldn't destroy the environment. But why build them if there is no need for them?

Many folks have the impression that Baja is a year-round mariner's paradise. It's not. For example, about the only time of year the Pacific Coast of Baja is attractive to sailors is during the month or so around Ha-Ha time, which is right after hurricane season and just before winter storms. Come spring and early summer, the air and water temperatures are often very cold. Mid and late summer is hurricane season. It's a little better inside the Sea of Cortez, but it's still not a year-round paradise. There are about four great months in the spring, and about four great months in the fall. Summer, however, is way too hot for humans. And in winter, the water is too cold for swimming, and once you get halfway up the peninsula, the air is too cold for much outdoor fun.

If the Mexican government wants to build well-conceived marinas, they should do so where there is a market for them. They should finish what was started at Puerto Escondido, upgrade the harbor at Santa Rosalia, build a little marina at Bahia de Los Angeles, and perhaps increase capacity in La Paz. But in all of the rest of the places, particularly the virgin areas, we're against marinas and other development.

All the hubbub over the *Escalera Nautica*, however, might be a waste of breath. We hear there's no money for the project anyway.

getting 'bom'ed

It's a tradition as old as *Latitude 38* itself — our 'Boat of the Month' articles, wherein we paint an intimate portrait of a particular boat or class in a special 4-page layout. The first of these, on the Bird Class, appeared in the very first issue back in April of 1977. The most recent was a profile of Bruce Schwab's old *Rumbleseat*, which appeared in the April 1997 issue.

That's awhile back, and that's the reason you're reading this. We're in the process of planning out the new year and intend to bring the 'BOM's back in a big way. Maybe not every month, but with some regularity. And we're looking for suggestions.

Here are the criteria:

* *One Design Classes* — The original intent of the BOMs was to revive interest in one design fleets whose numbers were declining. We still prefer that criteria to profiling newer, healthier classes, and we still prefer keelboats to dinghies. But we're open to suggestions.

* *Individual Boats* — We hope it's obvious, but in this context, individual boats does not mean the bargain Ericson 35 you bought last summer. To qualify as BOMs, boats must have stories to tell, like *Wander Bird* or *Escapade*, which we've profiled in past issues, or *Windward Passage*, which we hope to in the near future. They don't neces-

continued on outside column of next sightings page

SIGHTINGS

boms — cont'd

sarily have to be racing yachts, but they do have to have been around long enough to have character.

* Please no powerboats, and no 'repeats' of classes that have been covered within the last 20 years. (See following list.)

This is sort of like an open-book test, so biases are just fine with us. In fact, fleet captains and classic yacht owners are encouraged to participate in this survey. The more basic information, contact numbers and photos you can supply (or at least promise), the better your chances with the 'selection committee.' There's no particular deadline, but the earlier you get in your 'vote' the better chance it has of seeing daylight. Once the schedule is set. . . Well, who are we trying to kid? This is *Latitude*. We can rearrange or ignore the dang schedule as much as we

continued on outside column of next sightings page

20,000 leagues

As this was written, Olivier de Kersauson and a crew of 10 were speeding toward the Cape of Good Hope aboard the 110-ft trimaran *Geronimo*. The French crew were in the first stages of their latest attempt to set a new record in the *Trophee Jules Verne*, a nonstop round-the-world dash that starts and ends in Ushant, France. (An attempt a year ago was cut short when the boat sustained rudder damage two weeks out.) *Geronimo* is chasing a record set by Bruno Peyron aboard the 110-ft catamaran *Orange* (ex-



Bird Boats were already the oldest active class when we profiled them in the first 1977 issue. They're still going strong today.

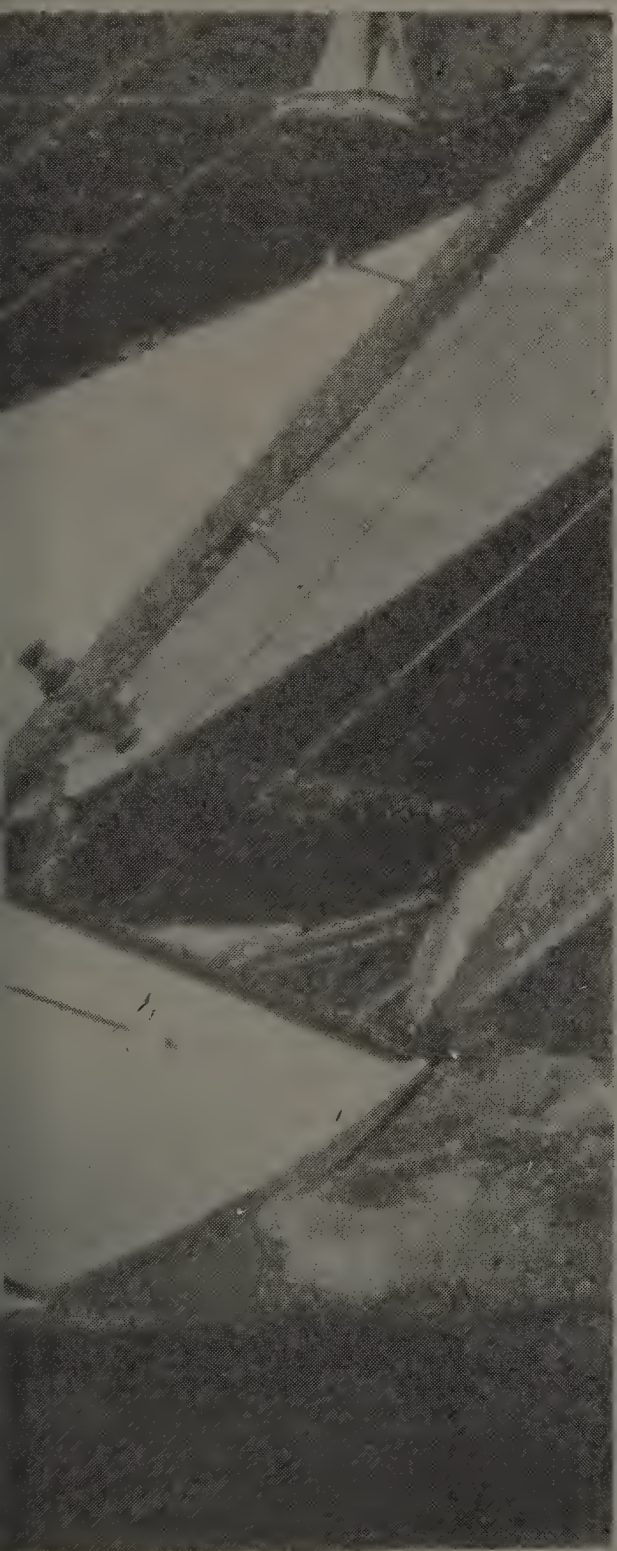
under the amas

Innovation Explorer) last spring: 64 days, 8 hours, 37 minutes, an average of 18.15 knots.

Geronimo departed on January 11 and has been running ahead of *Orange*'s track ever since. In fact, in the first two weeks, the boat had averaged more than 500 miles a day, putting her almost a day and a half ahead of *Orange*.

In one of those weird art-imitates-life things, among *Geronimo*'s biggest unplanned delays so far occurred off Gibralt-

continued middle of next sightings page



LATITUDE/JR

boms — cont'd

want!

Here's a list of the BOM's we've done to date. Yes, copies are available, by snail-mail only. Send \$5 to BOMs, *Latitude* 38, 15 Locust Ave., Mill Valley, CA 94941, and be sure to specify your request(s). Please no phone calls or emails. Also please note that not all these features were created equal. The early ones were short on words and long on photos.

BOMs away!

Ariel	Nov '80	Islander 36	Jan '83
Bear	Jun '77	KIALOA II	Apr '89
Bird	Apr '77, May '96	Knarr	Oct '77
Brigadoon	Jun '96	Moore 24	Nov '90
Cal 20	Aug '77	NATOMA	Mar '85
Cal 2-27	Mar '83	Olson 25	Nov '89
Cal 29	Apr '84	Olson 30	Apr '90
Catalina 22	Jun '83	Ranger 23	Dec '82
Catalina 27	Apr '91	Rhodes 19	Aug '79
Columbia 26	Nov '82	RUMBLESEAT	Apr '97
Coronado 25	Sep '77	SANTANA	Apr '94
El Toro	Mar '84, Jul '89	Santana 22	Nov '83
Etchells	Dec '77, Feb '97	Santana 35	Oct '85
Excalibur	Sep '80	Snipe	Sep '87
ESCAPADE	Sep '89	Spaulding 33	Mar '80
Express 27	Sep '85	Thunderbird	Mar '78
FAIR SARAE	Jan '90	Triton	Jul '77
Farallon Clipper	Jun '80	Vanguard	Aug '89
Folkboat	Mar '81	WANDER BIRD	May '90
Gladiator	Apr '80	Westail 32	Oct '90
Hawkfarm	Feb '83	Wylie Wabbit	Apr '92
IOD	Jul '85	Yankee 30	Oct '89
Islander Bahama	Feb '85		

green chartering

Sailing the Coast of Belize in February is a popular escapist dream not just for Midwesterners digging out from piles of ice and snow. The destination beckons Californians too, even those who normally sail a top-notch venue like San Francisco Bay. It is about the famous 80/80 equation, about air and water temperatures that entice sailing in shorts and T-shirts, swimming, diving and snorkeling without wetsuits, or fishing and kayaking without foulies. Belize, marketed as one of "Mother Nature's best kept secrets," offers all this and more. Focal points are The Cayes, the undeveloped islands of the Sapodilla chain, and the Belize Reef, one of the last healthy reefs in the Caribbean — and at 150 miles in length, the fifth largest reef in the world. White sands, turquoise waters, exotic fish, colorful corals and lazy Manatees await.

For more than 25 years, the Olympic Circle Sailing Club has organized group charters in exotic locations like Tahiti, Tonga, Turkey, Kenya, Greece, Australia, New Zealand and throughout the Caribbean, often three or four trips a year. The somewhat anemic economy has not changed that. If anything, interest seems to have increased. This year's first trip from February 10 to 22 — the club's first to Belize — has attracted more than 80 sailors of all skill levels who will sail a dozen 38 and 45-foot catamarans from the Mooring's base in Placentia.

The boats will be skippered by alumni of the sailing school, while the details of the trip are coordinated by Max Fancher, an experienced hand at the job and a member of the club's management. "Catamarans are ideal for sailing these relatively shallow waters," Fancher explained. "They are roomy, stable and reasonably fast, but best of all, if the cir-

continued on outside column of next sightings page

green charter — cont'd

cumstances allow it, they can be sailed up on the beach, so we don't have to anchor out every night."

Continuing another tradition of supporting environmental conservation groups, OCSC will contribute part of the proceeds to the Toledo Institute for Development and the Environment (TIDE), a local grassroots initiative seeking to curb unsustainable development practices. The money — up to \$10,000 — will come from the charter sailors who forfeit their group discount, and from other club members. The donation will be made through Seacology, a Berkeley-based non-profit, non-governmental organization dedicated to preserving environments and cultures of islands around the world.

"The money will be used to repair a ranger station on Abalone Caye that is pivotal for enforcing the law against manatee poaching in the Port Honduras Marine Reserve," explained Duane Silverstein, Executive Director of Seacology. "The station was built in 2000 with our support, but was damaged during hurricane *Iris* in 2001." Seacology also is supporting the deployment of mooring buoys in sensitive reef areas in Tonga, Papua New Guinea and Banco Chinchorro (off the east coast of Mexico) to help reduce damage caused by ground tackle deployed from fishing and pleasure boats.

"As sailors we play on the water and we have a responsibility to help conserve what we love," OCSC President Anthony Sandberg stated when asked how sailors could improve their stewardship of the maritime environment. To him, it is about setting a trend and an example that reaches beyond recreational boating. "It is time to recognize our impact and that neither our businesses or lifestyles are totally sustainable and harmless," he said. "When we travel around the world to sail in those magnificent places, we have an obligation to mitigate damage so future generations can enjoy the same beauty."

Sandberg also pointed out that OCSC is joining '1% For The Planet', a nonprofit corporation started by Yvon Chouinard, founder of the clothing company Patagonia. Members of this alliance pledge to donate one percent of their annual gross revenue to environmental organizations endorsed by 1% For The Planet. "I don't know if we are feeling that rich, but it's worth it to structure our commitment," he said. "The members like it and probably will not mind paying for the beer at our parties, if it comes down to that."

— dieter loibner

america's cup trivia

Beyond the hype, the hulas and hearings, there's a treasure trove of sailing history in the America's Cup. While the world awaits the showdown in Auckland, we thought you'd enjoy some tidbits of it.

* The most challengers in any America's Cup was 13, in Fremantle in 1987.

* In 2000, Russell Coutts won his ninth straight America's Cup race, equalling the record held by American helmsman Charlie Barr.

* The 2000 America's Cup generated NZ\$640 million (about US\$350 million) for the New Zealand economy. Estimates for this one are around NZ\$700 million (US\$380 million).

* The Auld Mug became longer in 2001, when 6 inches were added to its base to make room for the names of future winners.

* The first official World's Fair was held in London in 1851. Part of the planned festivities was a 50-mile fleet race around the Isle of Wight. The only foreign vessel to accept the invitation from the Royal Yacht Squadron was a schooner out of the New York YC called *America*. The sleek Yankee boat beat all 14 British entries. The '100 Guinea Cup' awarded to NYYC Commodore John Cox Stevens was soon renamed the America's Cup, for the schooner — not the nation — that won it.

* A monkey, dog and a pet lemur sailed aboard the British yacht *Galatea* in the 1886 America's Cup. The 102-ft schooner was also the

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geronimo

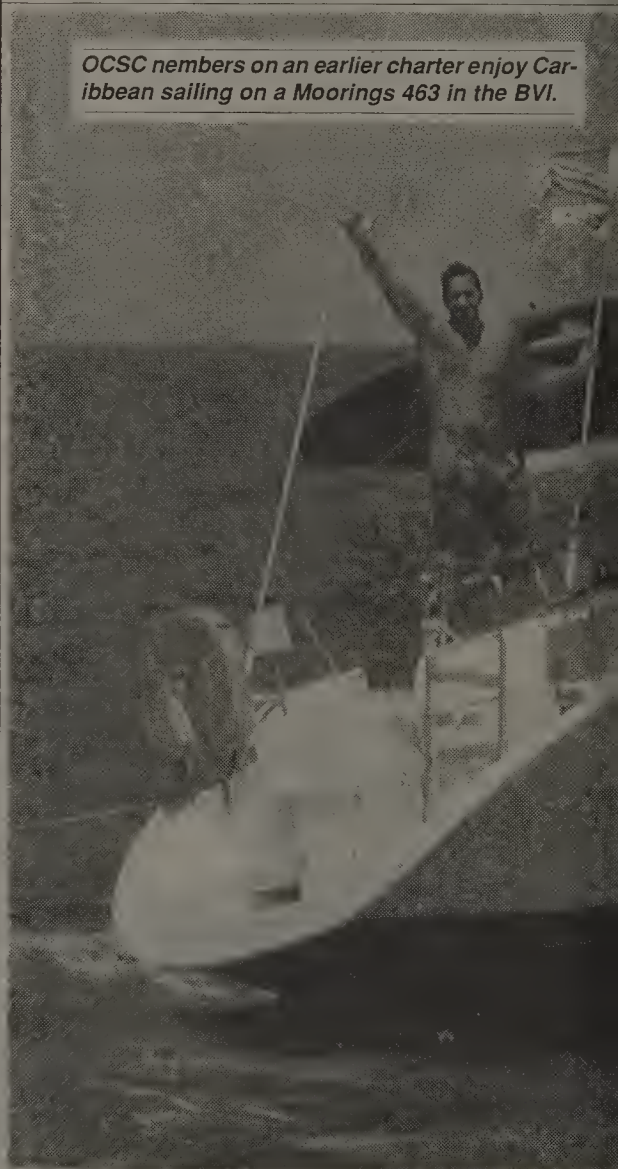
tar when — are you ready for this? — the boat slammed into a giant squid at 24 knots. The big animal got stuck between the top of the rudder blade and the hull, then, as the crew watched, wrapped thigh-thick tentacles around the rudder and held on for dear life!

At first the *Geronimo* crew didn't know quite what to do — none of them had ever seen a squid so big. A few reached for boathooks and knives in case it climbed aboard. Some might have pondered that the event they were in was named for the author of *20,000 Leagues Under the Sea*, in which the fictitious Captain Nemo battles a giant squid to save his *Nautilus*.

The squid finally let go after the crew slowed the boat down. When it finally straightened out to swim away, several crewmen estimated its length at 10 meters — almost 40 feet.

This is de Kersauson's seventh circumnavigation, and if he succeeds in becoming the fastest sailor around the world, he will only be regaining the title — it was de Kersauson's 1997 record (aboard a

OCSC members on an earlier charter enjoy Caribbean sailing on a Moorings 463 in the BVI.



— cont'd

different boat) that *Orange* broke last year.

Like Captain Nemo, de Kersaeson never seems really happy unless he's at sea — the farther offshore the better. He then becomes almost poetic in his daily updates. We were particularly taken by a dispatch he wrote from the boat in mid-January. . .

"I know nothing more breathtaking than the extraordinary beauty of this light and the days that last for an eternity, with sunsets that never seem to arrive and whole days that stretch as far as the horizon.

"Every day gets lighter as we approach the Equator. We've just left a region of the world that is spending 18 hours a day in darkness and have emerged today into the land of light. When you have the chance to compete in this sport at the helm of a great multihull in such sublime surroundings, it would be almost indecent to be anything less than content!"

You can read all the updates, as well as follow Geronimo's voyage, at www.grandrecords.com

amcup trivia — continued

first 'liveaboard' to vie for the Cup — it doubled as the lavish home of Royal Navy Lieutenant William Henn and his wife.

* The 1881 challenger *Atalanta* was the first single-masted yacht to race for the Cup, the first boat designed, built and sailed by one man, Canadian Alexander Cuthbertson — and the biggest loser. She trailed the American *Mischief* in the last race by 38 minutes, 54 seconds.

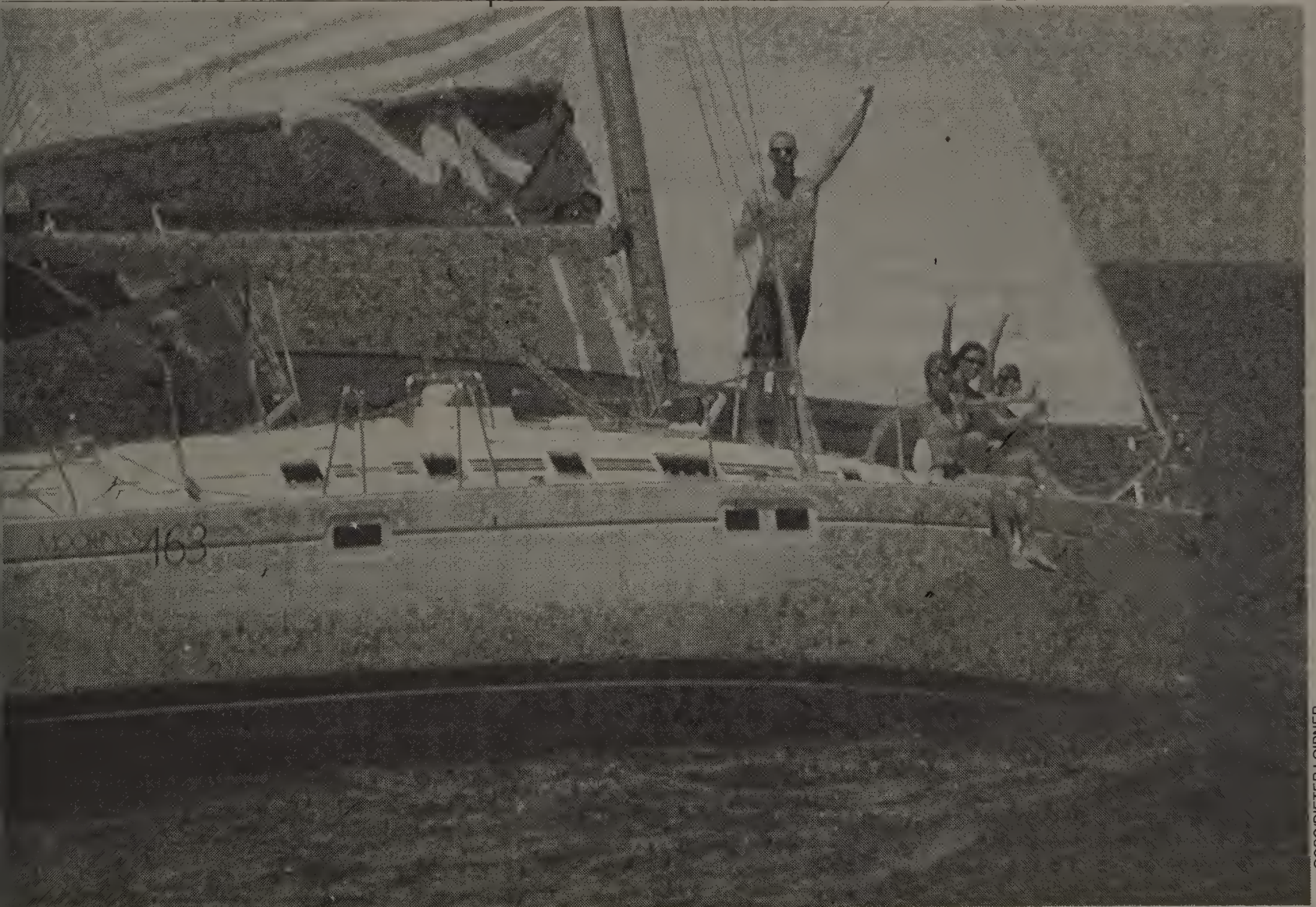
* The first "skirts" worn by a Cup boat hid the underbelly of the Scottish challenger *Thistle* — in 1887.

* Think women in the America's Cup is something new? Think again. The first was Hope Goddard Iselin, who served as 'timekeeper' (one of the many roles of today's tactician) on three successive defenders from *Defender* in 1895 through *Reliance* in 1903. The first Cup to see women on both defender and challenger was in 1934 when Phyllis Gordon Sopwith sailed with her husband, T.O.M. Sopwith, aboard the J-Class *Endeavour*, while Gertie Vanderbilt sailed with her husband Harold on *Rainbow*. The 'dueling wives' were aboard again in the 1937 Cup races.

* The largest yacht to ever race in the America's Cup was 1903 defender *Reliance*. She was 143 feet 8 inches LOA with a 196-ft mast that could set 16,160 square feet of sail — still the most ever carried by a single-masted vessel. She also had the largest crew of any Cup boat — 60 — and was the first yacht to be referred to as a 'racing machine.'

* The America's Cup regattas were moved from New York Harbor to Newport, Rhode Island, in 1930, because the J Class yachts' masts were too tall to pass under many of the bridges on the East River.

* President John F. Kennedy watched the 1962 America's Cup from the deck of a Navy destroyer.



OCSC/DIETER LOIBNER

I AM / WE ARE LOOKING FOR CREW TO RACE ON MY/OUR RACING BOAT

NAME(S): _____

AGE(S): _____ SEX: _____ PHONE: (____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

BOAT TYPE / SIZE _____

I / WE PLAN TO RACE:

(check as many as apply)

- | | |
|--|--|
| 1) _____ San Francisco Bay | a) _____ Handicap |
| 2) _____ Monterey/Santa Cruz | b) _____ One Design |
| 3) _____ Ocean Series | c) _____ YRA Season |
| 4) _____ 2003 TransPac | d) _____ Specialty Events
and/or occasional YRA |
| 5) _____ Coastal Race(s) | |
| 6) _____ Mexico Race(s) | e) _____ Beer Cans |
| 7) _____ Baja Ha-Ha Cruiser's
Rally (late Oct.) | f) _____ Anything & everything |
| 8) Other _____ | |

I / WE WANT CREW:

- 1) _____ Who will consistently put out 100% for the chance to get experience, and won't complain when wet, bruised or scared silly
- 2) _____ With at least one full season of racing experience
- 3) _____ With more than three years experience
- 4) _____ Willing to do occasional maintenance/repairs
- 5) _____ Willing to do occasional lunches/galley duty

I / WE RACE:

- 1) _____ Casually. Winning is nice, but let's keep it fun.
- 2) _____ Pretty seriously. Why else make the effort?
- 3) _____ Very seriously. I/we don't like to lose.

Mail completed form and \$5 to: *Latitude 38,*
Racing Crew List, 15 Locust Ave., Mill Valley, CA 94941 by
FEBRUARY 15, 2003

crew

We're sitting here humming *Rhythm of the Rain* and trying to remember what the sun looks like. Such weather inevitably yields two seemingly conflicting revelations: happy that we don't work outside in the winter — and the urge to be out-

HAVE SAILBOAT, WILLING TO TAKE OTHERS OUT FOR CASUAL DAYSAILING

NAME(S): _____

AGE(S) _____ SEX: _____

PHONE OR OTHER CONTACT: _____

I AM / WE ARE:

- 1) _____ Single to take singles out
- 2) _____ Couple to take couples out
- 3) _____ Singles, couples or small groups okay,
but leave any kids home
- 4) _____ Kids okay as long as you can
control them

Mail completed form and \$5 to: *Latitude 38,*
Attn: Daysailing Crew List, 15 Locust Ave., Mill
Valley, CA 94941 by MARCH 15, 2003

side somewhere warm. Like St. Tropez. Or actually, even San Diego.

If you're living the same dual personality, perhaps it's time you took part in the Crew List — which could well land you on a boat cruising the South of France in a few months. Or find you co-chartering or boat swapping in the Caribbean with like-minded people. Or simply get you onto a local boat — or, if you're a boat owner, find you a local crew — for the upcoming racing season, or just to get together for daysails. About the only thing you can do with a sailboat that's not listed here is sacking and plundering coastal cities. That's as 'out' as hula hoops and handlebar mustaches.

The Crew List is about as simple to use as toothpaste. Find the form that most closely matches your wishes and desires. For example, if you've recently started sailing and want to get as much quality experience as you can in the shortest pos-

list

sible time, you'll do well to send in a "Want to Crew on a Racing Boat" form, with Bay, ocean and even Hawaii races checked off as preferences.

If you're a boat owner taking off for far horizons but need crew to do it, send us a "Looking for Cruising Crew" form. You get the picture.

Once we receive the Crew List forms (and the \$5 advertising fees; don't forget those), we'll compile them into two Crew List articles. The first one, in March, will deal exclusively with those interested in racing, as boats will need to firm up crew by then for the upcoming season. In April, we'll run the Cruising, Co-Chartering, Daysailing and Boat-Swapping Crew Lists.

By 'running', we mean we'll publish, and post on our website, each of the names, along with a contact number and a little bit about the desires and skills of each Crew List participant. Both the

WANT TO JOIN OTHERS FOR CASUAL DAYSAILS

NAME(S): _____

AGE(S): _____ SEX: _____

PHONE OR OTHER CONTACT: _____

I AM / WE ARE:

(check as many as apply)

- 1) _____ Single 4) _____ Would like to bring kids
2) _____ Couple 5) _____ Going sailing to escape kids
3) A group of _____ (state number) friends interested in sailing

Mail completed form and \$5 to: *Latitude 38*,
Attn: Daysailing Crew List, 15 Locust Ave., Mill
Valley, CA 94941 by **MARCH 15, 2003**

I / WE WANT TO CREW ON A RACING BOAT

NAME(S): _____

AGE(S): _____ SEX: _____ PHONE: (____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

I / WE WANT TO RACE:

(check as many as apply)

- 1) _____ San Francisco Bay 4) _____ 2003 TransPac
2) _____ Monterey/Santa Cruz 5) _____ Coastal Race(s)
3) _____ Ocean Races 6) _____ to Mexico (Nov)

I / WE PREFER:

- 1) _____ Boats under 30 feet 4) _____ Dinghies
2) _____ Boats over 30 feet 5) _____ Multihulls
3) _____ Specific class or design _____

MY/OUR EXPERIENCE IS:

(Check/underline where appropriate)

- 1) _____ None
2) _____ A Little: a) Little or no racing, little other sailing experience;
b) Little or no racing, one or more years of general sailing;
c) Little or no racing, lots of cruising and/or daysailing.
3) _____ Moderate: a) Less than one full season; b) Out of area racing experience, but I'm unfamiliar with local conditions.
4) _____ Mucho: a) One or two full local seasons; b) One or two long-distance ocean races; c) Years of Bay and ocean sailing.

Other pertinent experience _____

I/WE WILL:

(check as many as apply)

- 1) _____ Help with the bottom, do maintenance — anything!
2) _____ Play boat administrator, go-fer
3) _____ Go to the masthead to retrieve the halyard at sea
4) _____ Navigate, I've got lots of experience
5) _____ Do foredeck, I've got lots of experience
6) _____ Do grinding, I've got muscle
7) _____ Do lunches/provisioning

Mail completed form and \$5 to: *Latitude 38*, Attn:
Racing Crew List, 15 Locust Ave., Mill Valley, CA 94941 by
FEBRUARY 15, 2003

March and April lists will contain hundreds of names of people of both sexes, all ages and all experience levels. All you

continued middle of next sightings page 1

I / WE WANT TO CREW ON A CRUISING BOAT

NAME(S): _____

AGE(S) _____ SEX: _____ PHONE: (____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

SAILING EXPERIENCE:

- 1) _____ None, but I'll do anything within reason for the chance. I understand that from time to time I'll probably get cold, seasick, mad at the owner and wish like hell I was anywhere but on the boat. I'm still game
- 2) _____ Some. At least a) 5, b) 10, c) 20 sails on the Bay or equivalent while being active and suffering the normal cuts, bruises and hollering
- 3) _____ Moderate. Several years active crewing on the Bay or equivalent, or at least one long coastal or trans-ocean trip
- 4) _____ Lots. Several long ocean passages

I / WE WANT TO CRUISE:

(check as many as apply)

- | | |
|--------------------------------------|---------------------------------|
| 1) _____ SF Bay and/or Delta | 8) _____ Caribbean |
| 2) _____ Monterey Bay | 9) _____ Mediterranean |
| 3) _____ Southern California | 10) _____ Anywhere warm |
| 4) _____ Mexico this fall/winter | 11) Other destination(s): _____ |
| 5) _____ Hawaii and/or South Pacific | |
| 6) _____ Pacific Northwest or Alaska | |
| 7) _____ Antarctica | |

I / WE CAN OFFER:

(check as many as apply)

- 1) _____ At least a month of shared expenses
- 2) _____ Mechanical skills: engine, electronics, refrigeration, etc.
- 3) _____ Elbow grease for bottom work, varnishing and upkeep
- 4) _____ Cooking and cleaning skills
- 5) _____ Language skills — I'm reasonably conversant in a) Spanish; b) Other(s): _____
- 6) _____ Ornamental skills — I look good in a bikini/speedo
- 7) _____ Personality skills — I don't get pissed when awoken at 3 in the morning and can maintain a sense of humor in most situations
- 8) _____ Other skill(s): _____

Mail completed form and \$5 to: *Latitude 38, Attn: Cruising Crew List, 15 Locust Ave., Mill Valley, CA 94941* by **MARCH 15, 2003**

I AM / WE ARE LOOKING FOR CRUISING CREW

NAME(S): _____

AGE(S): _____ SEX: _____

PHONE OR OTHER CONTACT: _____

WHERE AND WHEN:

MY/OUR BOAT IS A: _____

I/WE PLAN TO SAIL TO: _____

ON OR ABOUT (DATE): _____

MY / OUR IDEAL CREW WILL:

(Check as many as apply)

- 1) _____ Be willing to share basic expenses such as food and fuel
- 2) _____ Be willing to bust butt preparing the boat
- 3) _____ Have more desire than experience
- 4) _____ Have lots of ocean experience
- 5) _____ Know more about offshore navigation than just pushing buttons on the GPS
- 6) _____ Have mechanical skills for the engine, refrigeration, etc.
- 7) _____ Have language skills: a) Spanish, b) Other: _____
- 8) _____ Other skills (woodworking, scuba, etc.): _____
- 9) _____ Be unattached and unopposed to the possibility of a friendship blossoming
- 10) _____ Look good in a bikini/speedo
- 11) _____ Understand and appreciate Jim Carey's humor.

Mail completed form and \$5 to: *Latitude 38, Attn: Cruising Crew List, 15 Locust Ave., Mill Valley, CA 94941* by **MARCH 15, 2003**

do to use the Crew Lists is look over the people in the category that most interests you and start making phone calls. You'll also be getting calls, of course. Many Crew Listees end up facing the pleasant dilemma of having to choose between a variety of offers. Also, on Wednesday, April

list

9 at Golden Gate YC, we'll have a big Crew List Party where you can come and meet your new crew or skipper, keep looking for a boat or crew if you haven't found one — or just hang out and enjoy the company of other sailors there to scarf up the free munchies. Any way you look at it, the Crew List experience is pretty much of a win-win deal.

But you can't 'win' if you don't play. And you can't play unless you read and acknowledge the following: the *Latitude 38* Crew List Advertising Supplement is for informational purposes only. *Latitude 38* neither makes nor implies any guarantee, warranty or recommendation as to the character of individuals who participate in the Crew List, or the conditions of their boats and equipment. You must judge those things for yourself.

Now for some final tips and suggestions to get you going in the right direction:

• *Be honest* — This is probably the most important 'rule' of all.

I / WE WANT TO BOAT SWAP

NAME(S): _____

AGE(S): _____ SEX: _____

PHONE OR OTHER CONTACT: _____

WHERE AND WHEN:

My/Our boat is a _____

I/we would like to swap boats with the owner of a similar vessel in the (Pacific Northwest, Caribbean, SoCal, Mediterranean, etc.)

_____ area.

I/we would like to cruise this area for about

_____ weeks in the month of

_____, 2003.

Mail completed form and \$5 to: *Latitude 38*, Boat-Swapping Crew List, 15 Locust Ave., Mill Valley, CA 94941 by **MARCH 15, 2003**

• *Little or no experience is not a disadvantage.* In some cases, inexperienced people may actually have a better chance of getting aboard a boat than someone

continued middle of next sightings page

I / WE WANT TO CO-CHARTER

NAME(S): _____

AGE(S): _____ SEX: _____ PHONE (____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

WHERE AND WHEN:

I/we want to co-charter for _____ weeks in the (spring, summer, fall, winter) _____ of 2003.

SAILING EXPERIENCE:

(Check one from each column)

- | | |
|--|---|
| 1) _____ Little or none | a) _____ I'd like co-charterer to skipper and give me direction |
| 2) _____ Moderate. I sail regularly and have chartered before | b) _____ Prefer co-charterer of at least equal proficiency |
| 3) _____ Lots. I've sailed and/or chartered many types of boats and am a competent skipper | c) _____ Would be willing to co-charter with less experienced party |

I/WE PREFER TO CO-CHARTER:

(check as many as apply)

- 1) _____ Bareboats (we sail)
- 2) _____ Crewed (professional skipper and/or crew)
- 3) _____ With other couples
- 4) _____ With other singles
- 5) _____ With my/our well-behaved kids, age(s) _____
- 6) _____ A smaller (30 to 40 ft) boat with one or two other people
- 7) _____ A medium (40 to 50 ft) boat with four to six other people
- 8) _____ A large (60 ft or more) boat, the more co-charterers the merrier

I/WE WANT TO CHARTER IN:

- | | |
|------------------------------|----------------------------|
| 1) _____ San Francisco Bay | 6) _____ Pacific Northwest |
| 2) _____ Monterey/Santa Cruz | 7) _____ Caribbean |
| 3) _____ Southern California | 8) _____ Mediterranean |
| 4) _____ Mexico | 9) Other: _____ |
| 5) _____ Hawaii | |

Mail completed form and \$5 to: *Latitude 38*, Attn: Co-Charterer Crew List, 15 Locust Ave., Mill Valley, CA 94941 by **MARCH 15, 2003**

SIGHTINGS

short sightings

NEW ORLEANS — We're not sure if it's swords into plowshares or the other way around, but the Navy has arranged to incorporate steel from the World Trade Center into the construction of one of its newest ships. Steel from the wreckage of the WTC will be melted down and used to form the bow stem of the *USS New York* (LPD 21) when construction begins this June at the Avondale Shipyard in New Orleans. "We're proud that the twisted steel from the WTC towers will soon be used to forge an even stronger national defense," said New York Governor George Pataki. "The *USS New York* will soon be defending freedom and combating terrorism around the globe, while also ensuring that the world never forgets the evil attacks of September 11."

The *New York* is the fifth of a proposed 12 new *San Antonio*-class ships. The LPD classification stands for 'landing platform dock' and in this case, indicates a state-of-the-art, multi-mission-capable vessel that is perhaps best known for its roll as a mother ship in amphibious operations. LPDs carry the men, tanks and weapons to the location of amphibious landings, then get them to the beach via helicopter, smaller amphibious craft and even hovercraft.

The *USS New York* will launch in 2007.

OFF BERMUDA — Speaking of Navy ships, if you're going to be rescued, there's hardly a better vessel to find you than the Navy's *USS Comfort*, a hospital ship equipped with 12 operating rooms, beds for 1,000 soldiers and its own blood bank. Such was the case on January 7 when the *Comfort* — enroute to join the troop buildup in the Middle East — got a call from the Coast Guard. A fishing boat had gone down off Bermuda and the hospital ship was the closest vessel to the posi-

continued on outside column of next sightings page

crew list

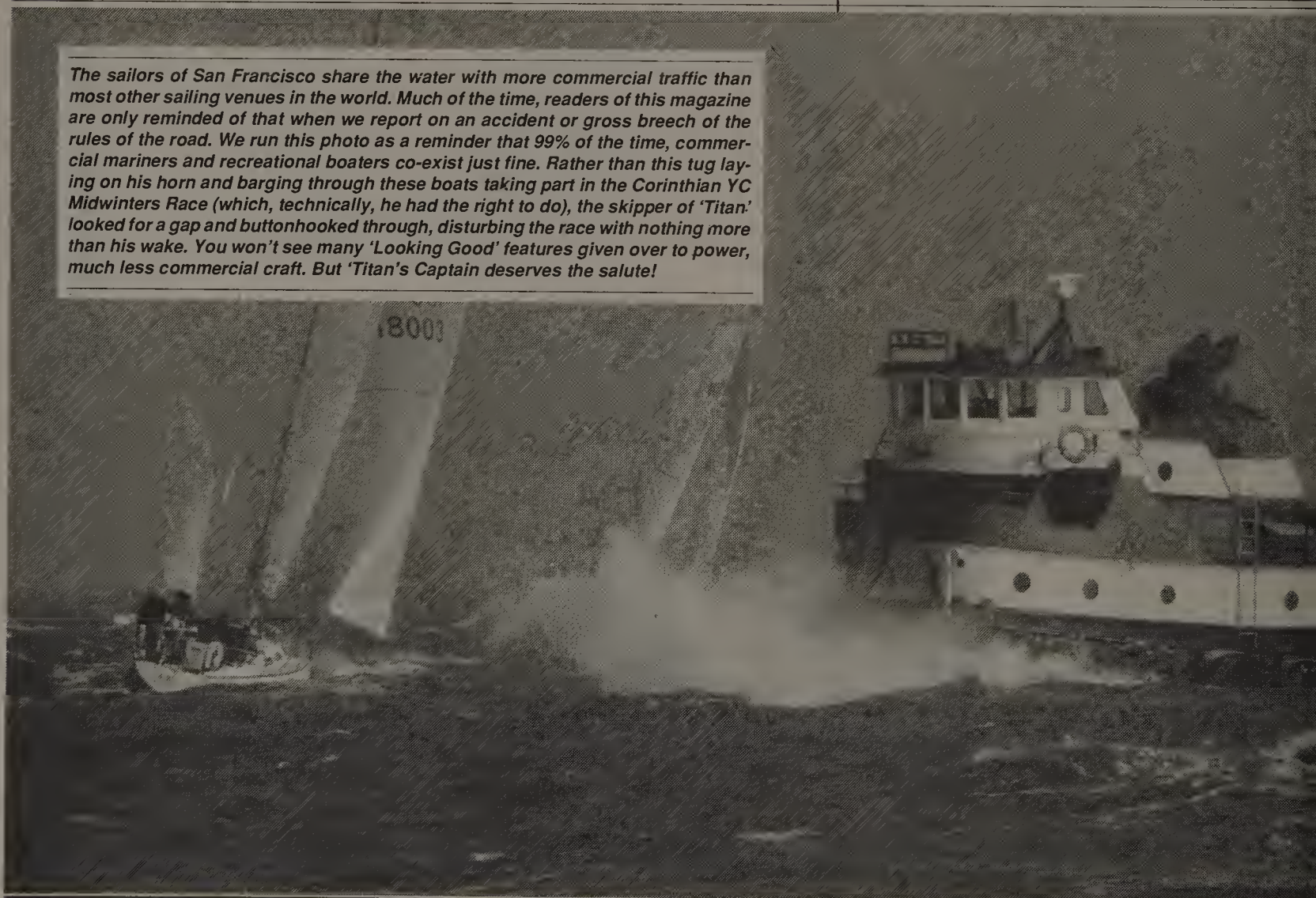
with lots of experience because novice hands are happy to do things the way the skipper likes them done.

• *Be realistic about the commitment* — Sailing takes time. Even a simple daysail can end well after dark by the time the boat gets put away. And crews of cruising and racing boats are often expected to put in time off the water for maintenance. Be realistic about these commitments before you make them, and if something comes up, call well ahead to let your mates know about any changes in plans.

In a related tenet, even if you discover halfway through the season that racing's not really your bag of tea, our suggestion is to put on your biggest smile and tough it out to the end of the season. The sailing community is small, and once you establish yourself as a dependable player, other opportunities will develop.

• *Be realistic about deadlines* — To put March's Crew List together, we must receive forms from racers no later than **February 15**. Everyone else has until **March 15**. If we don't have the forms in our worked-to-the-bone little hands by then,

The sailors of San Francisco share the water with more commercial traffic than most other sailing venues in the world. Much of the time, readers of this magazine are only reminded of that when we report on an accident or gross breach of the rules of the road. We run this photo as a reminder that 99% of the time, commercial mariners and recreational boaters co-exist just fine. Rather than this tug laying on his horn and barging through these boats taking part in the Corinthian YC Midwinters Race (which, technically, he had the right to do), the skipper of 'Titan' looked for a gap and buttonhooked through, disturbing the race with nothing more than his wake. You won't see many 'Looking Good' features given over to power, much less commercial craft. But 'Titan's' Captain deserves the salute!



— cont'd

your name won't go in. Also note that your name won't go in if the advertising fee isn't included with the form. (You can also print the forms out from the website.)

- **Women Crew Listettes** — Women taking part in the Crew List are encouraged to use first names only, and to use something other than a home phone number as a primary contact. We make this suggestion because women tend to get a lot more calls than men — and some callers may be less interested in sailing than, say, sex. 'Screening' through the use of email, answering services or fax contact numbers helps in this regard.

- **One person per form, please** — unless you are offering your skills or services as a team or couple only, and don't wish to be considered individually. It's probably going to hurt your chances of scoring a ride somewhat, but we know how great it can be to share an adventure like cruising to some far off land together with your significant other.

If you need more forms for friends — or in case your significant other dumps you — just make copies of these.

shorts — cont'd

tion. The *Comfort* immediately diverted to render what aid they could. They entered the search area on January 8 and in the afternoon, located and recovered 35-year-old Robert Lambe. Aside from mild hypothermia from his 24 hours in a liferaft, he was okay. The other two crewmen of the fishing boat were never found.

BERKELEY CIRCLE — In case those of you sailing near the old Berkeley Pier the weekend of January 11-12 were wondering — yes, those Sheriff's and Berkeley Harbor Patrol boats full of divers were the ones looking for Laci Peterson, the pregnant, 27-year-old who disappeared from her Modesto home on Christmas Eve. Officials were searching the waters around Berkeley because her husband, Scott, said he went fishing there on Christmas Eve. However, the 'suspicious object' revealed by side-scan sonar earlier in the week turned out to be a lost anchor and further searches of the area turned up nothing. At this writing, a month after her disappearance, Laci had still not been found and police had not arrested any suspects. As sometimes happens, this local case has attracted international interest and more than 2,600 calls have come into the Modesto Police hotline, some from as far away as Nova Scotia and Australia.

BELIZE — On the evening of December 27, local sailors Norm and Josie Woods were waiting at the tiny San Pedro Airport on Amergris Cay for their best friends. Jim Keenan and his wife — former Bay sailors now based in Houston — were taking the short, 15-minute hop from Belize aboard a twin-engine Tropic Air commuter plane. The four of them then planned to rendezvous with another couple, and Norm's son, Chris, to enjoy a week of sailing together aboard a local charter boat. Imagine what Woods, a physician, felt like when about half an

hour went by and the airport manager came up to say, "There's been a crash. There are fatalities. You are a doctor? Would you come with me?"

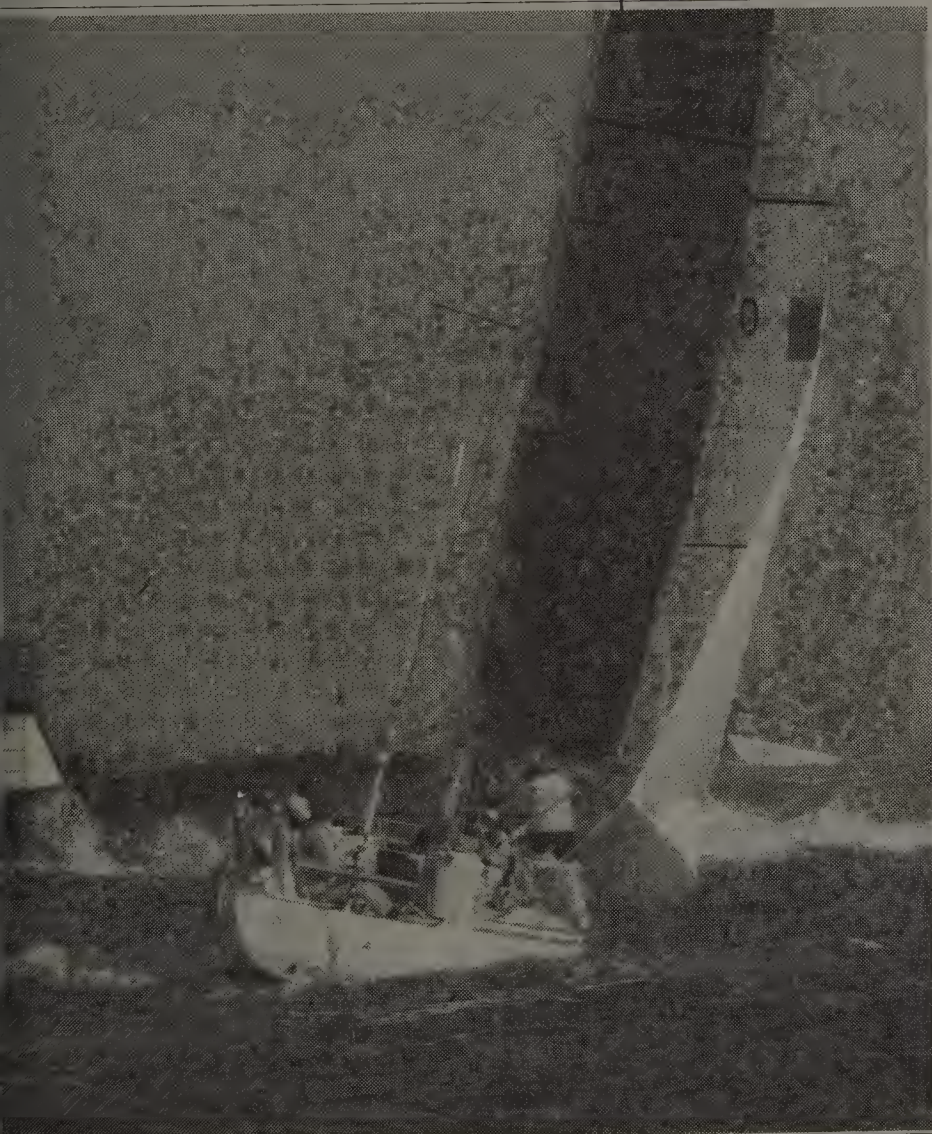
In a black night and torrential rain, Woods was driven to a small clinic where the survivors would be brought in. That's where one of the strangest happy-ending tales we've heard in years unfolded.

First of all, there were no fatalities. All 14 passengers survived — including the Keenans — with only minor injuries. "A few mild concussions and seat belt injuries were about it," says Woods.

The plane had been on approach and apparently (the accident is still under investigation) the pilot either got disoriented or lost in the dark and stormy weather. Instead of descending onto the runway, he hit the water about two miles away. As the plane skidded to a stop, Keenan later told Woods that the 'landing' felt so normal everyone thought they were at the airport. Then the water started coming in.

In the next stroke of luck, the plane ended up over a shallow reef. So even when it sank, it was still mostly out of the water and upright. Everyone got out and waited on the wing. When it became apparent that the pilot either didn't or couldn't call a *mayday*, Jim Keenan retrieved his water-resistant, handheld VHF from his carry-on bag and called for help. When asked where he was, he pulled out his water-resistant handheld GPS — and gave their coordinates! And when searchers still couldn't find the plane, Jim got out his night-vision scope, spotted the rescue boats, and talked them in! Within four hours after the crash, everyone was safely ashore.

A few of the passengers were so shook up by the experience that they cancelled their travel plans and returned home. Not the Keenans. After a brief flurry of local news interviews, the charter proceeded as planned. "It didn't seem to bother them a bit," says Woods. "We had a great time!"



LOUIS VUITTON CUP FINALS

Alinghi Challenge is in. Starting February 15, Ernesto Bertarelli's Switzerland-based syndicate will race *Team New Zealand* in a best-of-nine match race series for the 31st America's Cup.

Oracle/BMW Racing is out. For the second consecutive America's Cup, there will be no American challenger racing for the Auld Mug.

But Larry Ellison's *Oracle* team did not go gentle into that good night. They fought hard and well in the Final Round of the Louis Vuitton Cup last month. In the end, once again, it came down to the winning Swiss crew having more time on the water, having a more cohesive afterguard and making fewer mistakes.

The LVC Final Round began January 11 — true to form, a day late due to heavy winds on the 10th. (Although the race-cancelling 'gales of November' finally gave way to fairly consistent breeze in the 7-15 knot range through the Finals, winds on the Hauraki Gulf remained extremely shifty — in one race swinging as much as 60 degrees.) *Alinghi* and *Oracle* both came into the ring with 20 wins, but in the new elimination schedule, *Alinghi* carried over only three losses to *Oracle*'s seven. (After Rounds 1 and 2, the new elimination schedule 'rewards' dominant teams with extra time off, while giving not-so-good teams a second and even third chance to advance.) For comparison's sake, in the 2000 LVC, the top team coming into the Finals was *Prada*, with 33 wins and 7 losses.

Significantly — or so it seemed at the time — one of *Alinghi*'s three losses was to *Oracle*. Perhaps the more salient stat:

five of *Oracle*'s losses were to the black and red Swiss machine.

With both boats carrying on-board judges for the first time — they shared the back of the boat with the non-participating 17th man, bringing the total complement to 18 — *Alinghi* took first blood, winning the two opening races with textbook tactics, precision crew work, and apparent ease. It almost looked like Larry Ellison's San Francisco-based team might be headed for a shut-out, especially after blowing out a spinnaker and breaking their pole in Race 2.

But in Race 3, *Oracle* came alive. Skipper Chris Dickson, who had steered the first two races, handed the helm back to Peter Holmberg, and on the second run, *Oracle* rolled over the Swiss boat. Unfortunately, in a subsequent luffing exchange, USA 76 tapped the aft quarter of SU1 64, incurring a penalty.

Holmberg spent the rest of the race trying to get far enough ahead to make the penalty turn and still win. He almost made it. Just before the finish line, *Oracle* swung into their turn, but *Alinghi* squeaked across the line a second ahead. To add insult to injury, *Oracle* hit the finish pin during their 'donut', and had to spin again. The official delta was 1:01.

Alinghi was then up 3-0, which seemed pretty bad unless you recalled the last LVC. In the Final Round of 2000, *Prada* was up 3-zip against Paul Cayard's



— HOW SWISS IT IS



THIERRY MARTINEZ/COURTESY ALINGHI CHALLENGE

Left and above — the spray was flying both on and off the water for 'Alinghi' in January. Inset, "What are you doing in 2006?" — Larry Ellison congratulates Russell Coutts.

Bay-based *AmericaOne*. Cayard (who in '03 was an *Oracle* team member relegated to the sidelines by Ellison) went on to take the next four races in a row before falling to the Italians 5-4.

Sure enough, on January 16, Race 4, *Oracle* scored a commanding lead and never looked back — well, figuratively anyway. The American boat obviously liked the 7-11 knot conditions and flat water, but the real advantage was provided by a windshift and big puff in the first run. After trailing *Alinghi* around the first mark by 38 seconds, *Oracle* rode the puff down the port layline to round the leeward mark 56 seconds ahead.

With a doubtless-pleased Ellison aboard as 17th man, they were not only able to hold off Coutts and his band of ex-pat Kiwis, but another shift and puff

on the second downwind leg catapulted them even farther into the lead. They eventually won by a series-high delta of 2:34. *Oracle's* fleet of 10 BMWs drove to the end of the key and flashed their lights as the boat arrived back in Auckland.

In the first part of Race 5, it seemed like the momentum had truly shifted to the American team. They led around the first three marks, but on the second run, with both boats flying asymmetrical spinners in 12 knots of wind, *Alinghi* was able to slowly roll over *Oracle* to windward. Separated by about 50 yards, *Oracle* was unable to defend, plus *Alinghi* was getting the puffs first — as they did pretty much throughout the series.

In a good example of the level of professionalism at this level of sailing, Coutts was able to force *Oracle* into reaching mode. The brain trust on *Alinghi* knew *Oracle's* long, slender hull

had a sweet spot going deep, so Coutts kept them high — in *Alinghi's* downwind sweet spot — and won by 13 seconds.

A foreshadowing of the inevitable preceded the final race, when *Oracle* incurred a penalty for not keeping clear before the start. Nevertheless, *Oracle* won the first cross, was the first boat around the mark (an almost sure precursor of a win in previous rounds) and by the leeward mark, had opened up almost 30 seconds on the Swiss. *Oracle* continued to stretch their lead until they split to go left. *Alinghi* stayed right, got the shift and rounded the second windward mark with a 10-second lead, which stretched to 24 seconds by the last windward mark.

In the best Casey-at-the-bat fashion, hope sprung eternal as *Oracle* came alive one last time in the final run. About a third of the way down the leg, *Oracle* surged ahead. Then *Alinghi* caught the same breeze and regained the lead. Then *Oracle* did it again — rolling *Alinghi* and sailing clear ahead on port jibe. But then there was the penalty. All went moot within a few boatlengths of the line when *Alinghi* rolled by and crossed the finish line first. Mighty *Oracle* had struck out.

Post-mortems on the American effort focused mainly on the ever-shuffling afterguard. Dickson, who was given absolute control after being brought back aboard in Round 2, changed the lineup in the back of the boat several times. Blame also fell on ongoing modifications to the boat. With all top boats undergoing constant reconfigurations between rounds — to segue them from heavy-air specialists in the early rounds to light-air flyers toward the end — there apparently just wasn't time to learn the 'new' USA 76 boat by the Finals. (Before racing began, Dickson noted, "About the only thing the same on our boat is the number of sails.") Then there were the penalties, which, in the words of one observer, "caused *Oracle* to beat itself more than *Alinghi* did."

Some of the highest praise for *Alinghi's* win of the Louis Vuitton Cup came from software mogul and *Oracle* BMW Racing founder Larry Ellison. After congratulating his team for a job well done, he compared *Alinghi* to "a fine Swiss watch — with a few Kiwi parts" and then said, "(*Alinghi*) is the best sailing team and that is the best sailing I have ever seen in my life. Congratulations to *Alinghi*. Great job, Ernesto, Russell and Brad."

In an ironic aside, *Alinghi's* fifth and final victory against *Oracle* marked the 16th anniversary of another Chris Dickson defeat in the Finals of the Louis Vuitton Cup — in 1987, he was at the

LOUIS VUITTON CUP FINALS

helm of the 12-Meter *Kiwi Magic* (KZ-7) when it went down to defeat at the hands of Dennis Conner's *Stars & Stripes* off Fremantle.

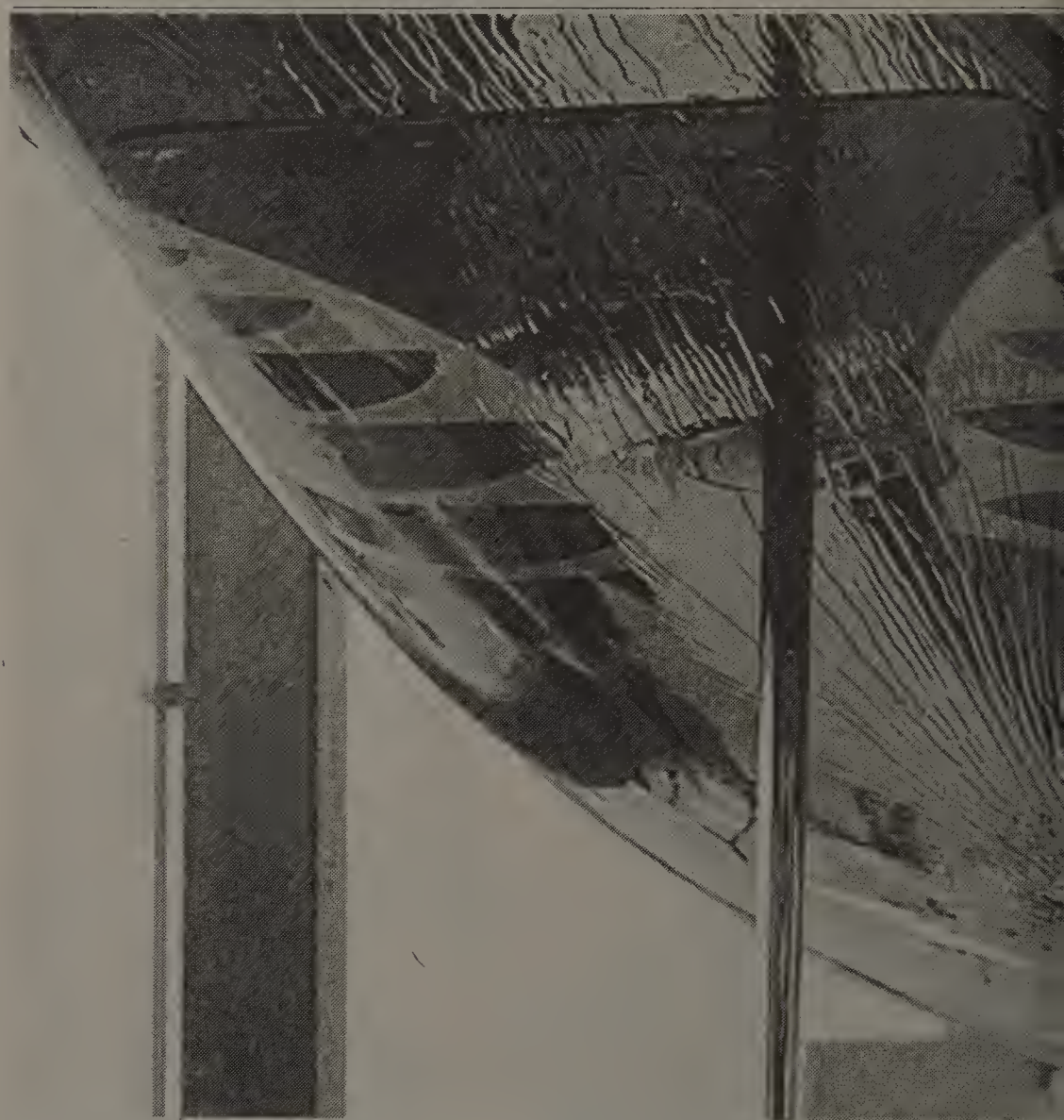
Now the big question is, Who will win the America's Cup? The short answer is — It's anyone's guess.

Three years ago, most experts put pretty much even odds on *Prada* and *Team New Zealand*. Many favored the Italians simply on the basis that they had just beaten 10 other challengers in almost 50 separate races for the right to race TNZ in America's Cup 30. There were all the usual predictions that one boat or the other might have a slight advantage in this breeze or that seaway. What no one expected was that *Team New Zealand* — Russell Coutts driving, we remind you — would walk all over *Prada* 5-0 in one of the most embarrassingly one-sided defeats in Cup history.

Now Coutts is on the other side, and one of the big questions has to be — how much does that matter? You'll get no argument from anyone that he is one of the world's most supremely focused and talented helmsman. And with an afterguard comprised of Kiwi co-mercenary Brad Butterworth as tactician, strategist Jochen Schuemann, a four-time German Olympic medalist and co-skipper of the 2000 Swiss America's Cup entry *Fast 2000*, and, in the navigator's spot, syndicate head Ernesto Bertarelli — himself a 2001 world-champion helmsman in 12 Meters and Farr 40s — the synergy is undeniable.

Without putting too fine a point on it, one also has to wonder how much *Team New Zealand* 2000 'black magic' Coutts and company have infused into *Alinghi*. Coutts, who has a degree in engineering, is said to have contributed valuable 'sailor's input' into the design of the four *Black Magic* boats built during his ten-

'Oracle' and 'Alinghi' were so closely matched in overall performance that crew work was at a premium. Several races were this close.



ure at TNZ. He must certainly have done the same with *Alinghi*'s Dutch design chief Rolf Vrolijk on the Swiss boats, as well. (Vrolijk's previous A-Cup experience was designing the Spanish entry for the 2000 Cup. *Espana* was generally regarded as a fast boat with a slow crew.)

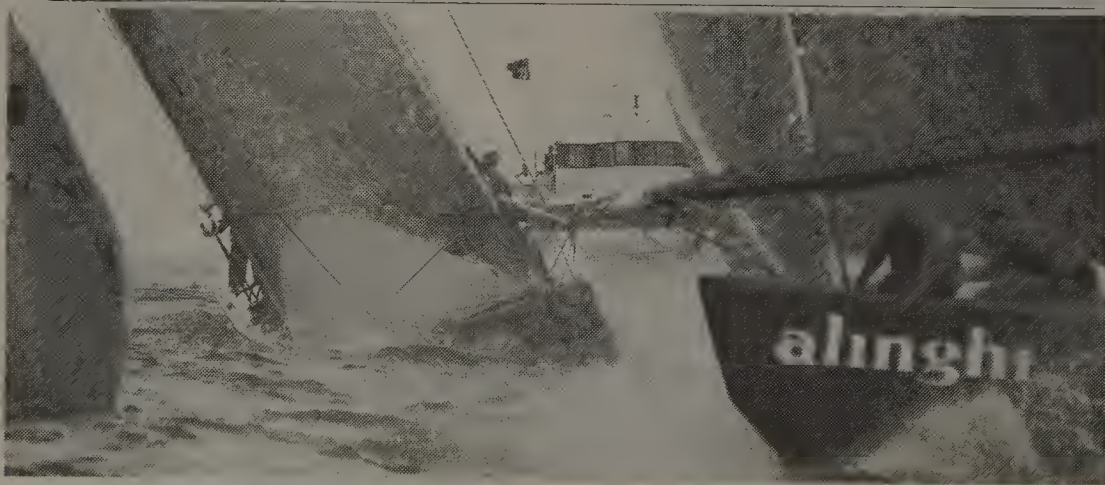
In the opposite corner: *Team New Zealand*. In what could be construed as their worst nightmare, at least half a dozen of their core crew from the winning 1995 and 2000 campaigns are now facing them from across the gridiron as

Now you see it, now you don't — at first glance, the Kiwi 'hula' almost looks like part of the hull. However, the rule-loophole modification is classed as a 'non-moveable appendage.'

team members of *Alinghi*. Other missing key players from the last two campaigns are former syndicate head (as well as heart and soul) Peter Blake, who was murdered by Brazilian pirates just over a year ago, and imaginative designer Laurie Davidson. Seattle's *OneWorld* won the bidding on him. Blake's lucky red socks campaign of past America's Cups has been replaced by \$10 pennants emblazoned with the word 'Loyal'.

But one very big ace remains up the Kiwi sleeve: Tom Schnackenberg. A physicist by trade, and the team's long-time design coordinator, 'Schnack' is now the team's leader, in both the managerial and spiritual sense. As well as being technically brilliant, he has reportedly put together a crew that, though young and lacking in America's Cup experience, are the best in a country where sailing is as large a part of the national consciousness as baseball is here.

And speaking of national pride, there is apparently a 'retribution factor' in the



— HOW SWISS IT IS



DANIEL FORSTER

ALL PHOTOS BOB GRIESER
EXCEPT AS NOTED

nuclear secrets to the Russians in the 1950s.

In an excellent op-ed piece in the *Wai-kato (NZ) Times*, author Chris Laidlaw put it into perspective.

"There is a good deal more at stake in this race than the mere retention of a trophy," he wrote on January 24.

"If *Alinghi* wins, then the curtain will almost certainly fall on this country's participation in the America's Cup for good. The grandiose cost of mounting a challenge next time will surely be beyond anything this country can pull together.

"The material dimension is just as significant. The America's Cup 'boom' has put this country in a position to pursue a whole range of options that simply wouldn't materialize otherwise — and New Zealand has lots to lose when this gigantic jamboree moves on.

"If that happens this time, Coutts and Butterworth will have had a major hand in the deflation of New Zealand..."

How much of this is true and how much is psychological warfare is for Coutts *et al* to decide.

Except for the size of NZL 82's 'cruise missile' (foreground, below left), winged bulbs were pretty much standard fare when skirts dropped on unveiling day. NZL 81's more standard-size bulb is visible in background at left, while SUI 64's 'geek' (right) pays tribute to cow mascot.

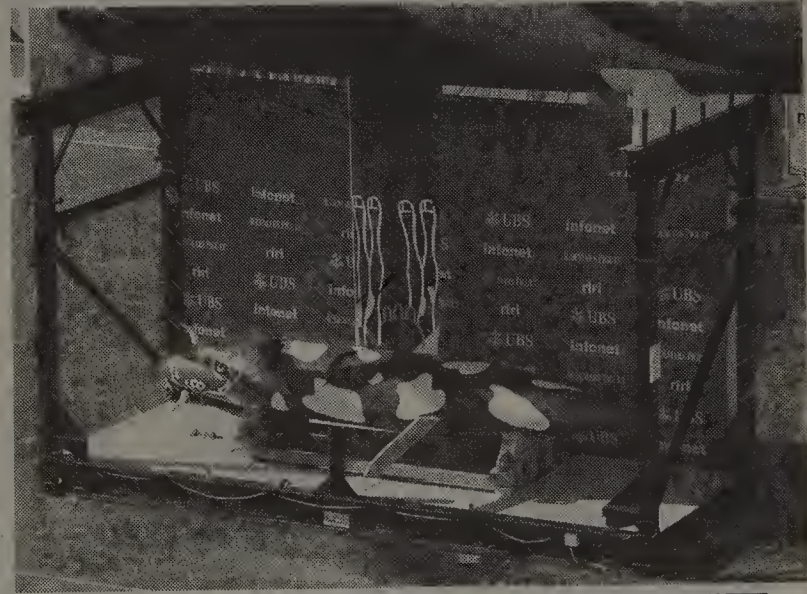
And both boats, NZL 81 and NZL 82, have hulawas.

How the hula *really* works is beyond the ken of humble scribes such as ourselves, or the scope of articles such as this. Suffice it to say the second skin makes the water 'think' the boat is longer — and therefore faster when it's windy. Yes, there's more drag at slow speed but to the thinking of Schnackenberg and chief co-designers Clay Oliver and Mike Drummond, the 'pro's more than offset the 'cons'.

Two key concepts to keep in mind about the hula as you watch the racing:

1) The boat was not designed and then the hula attached as an afterthought. Rather, the hula was an integral part of the design of the boat from the outset. To say it another way, if the hula were removed, you'd (presumably) see some odd dimple or hollow in the hull that would be really slow.

2) No part of the hula may move, or touch the hull except for the 18-inch-wide central 'strut' on which it's mounted. With the thin second skin only a "few millimeters" (an inch or so) away from the hull, it almost seems impossible that it won't deflect and touch somewhere. The official measurers, led by America's Cup Technical Director Ken McAlpine, have spent three months following the progress of the hula, and have signed off on its legality. However, at this



impending showdown with *Alinghi* that goes beyond the sport of sailing. Up here in the U.S., we're used to athletes being wheeled and dealt like poker chips. But what Coutts, Butterworth and the rest of the Kiwi defectors on *Alinghi* did to New Zealand may be perceived by some Kiwis as only slightly less serious than Ethel and Julius Rosenberg selling our

And then there's the hula. When all boats dropped their skirts on January 7, the rumors of the Kiwi clip-on were rumors no more. The 'false bottom' — the Kiwis call it a 'hula', short for 'hull appendage' — stretches from the back of the keel to behind the rudder.

writing, *Alinghi* had already begun questioning how the Kiwis — or measurers — could insure the hula didn't touch. Look for it to be checked minutely after every race, and don't be surprised if the lawyers get involved. Especially if *Team New Zealand* is winning.

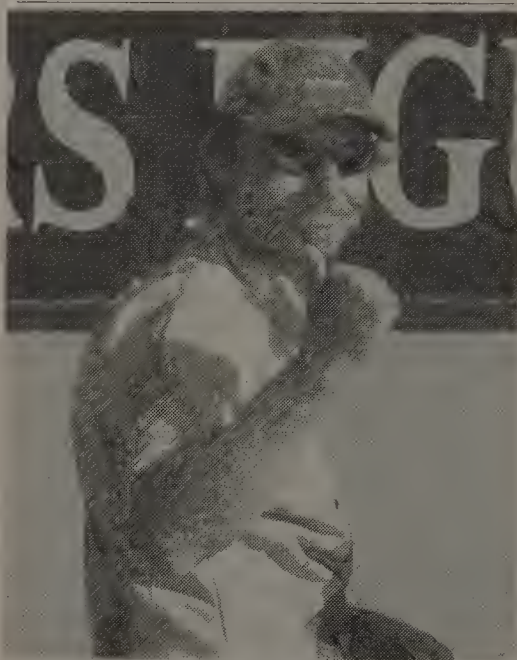
One final observation: based on history alone, the odds are good that the

LOUIS VUITTON CUP FINALS

outcome of this matchup will be obvious after only one or two races. In another ironic aside: the last time an America's Cup went the full gamut of seven (until 1995) or nine races was in 1983 when the winged-keel *Australia II* beat Dennis Conner's *Liberty*, 4-3. Since then, every Cup series (with the exception of 1992, when *Il Moro de Venezia* won a single race against *America³*) has been a shutout, and it's been pretty obvious who was going to win right from the start. It would be nice to think this one will go the distance, but don't count on it.

So there you have it: our 10-minute take on the strengths and weaknesses of the two gladiators poised to do battle on February 15. Ask 10 other sailors, and you'll get 10 other opinions — eight of which will likely regard ours as silly and groundless. But that's half the fun of the America's Cup — everybody's an expert until the racing starts.

To paraphrase the joke going around at presstime, the only sure thing about the upcoming main event is that a black boat full of Kiwis will win.



'Alinghi' founder and syndicate head Ernesto Bertarelli sails in the afterguard as navigator. "Sailing brings me back down to earth," said the 38-year-old biotech billionaire after winning the LVC. "It allows me to have a perspective on life. I just love it and that's why I do it."

But personally, without an American team to root for, we're having a hard time choosing which black boat we even want to win. Both Bertarelli and Schnackenberg seem like good guys, so there's no

one to hate — well, unless you're a Kiwi.

If you believe that *Alinghi's* estimated \$55 to \$70 million war chest is twice that of *TNZ* (some guesstimates actually put them almost equal), you could argue that a New Zealand victory would show that you can't 'buy' the Cup simply by throwing the most money at it. But that's already been proven: *Oracle's* estimated \$80-90 million budget was the biggest this go-around.

A Kiwi victory would give Russell "Fletcher Christian" Coutts and his band of mutineers the comeuppance so many sailors — Kiwi or not — think they richly deserve. There's a rallying point.

But if the Swiss win, the deed of gift may finally undergo corrective surgery. And the America's Cup would likely be raced in the Mediterranean in the summer of 2006, where the wind is warm, it hardly ever blows too hard, and your navigator doesn't need to learn voodoo incantations to correctly pick the next windshift.

Yeah, that's the ticket. Go *Alinghi*!

— **latitude/jr**

The official America's Cup website is www.americascup.yahoo.com/.

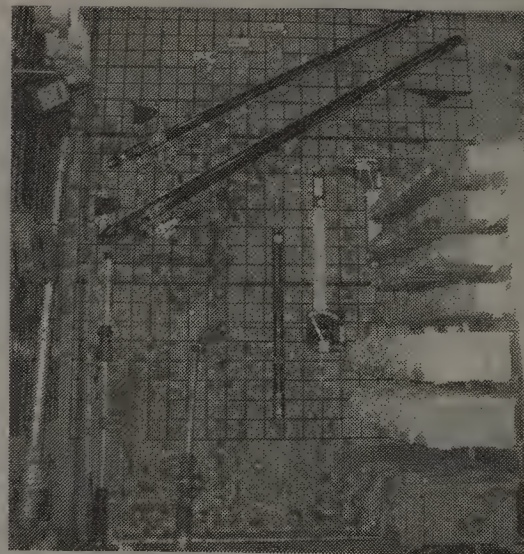
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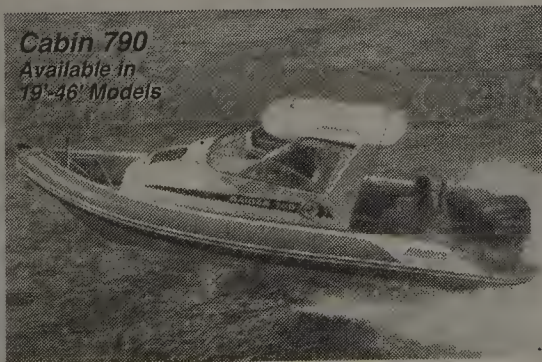
Peter Harken 'at the helm' in Auckland.

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THE LATITUDE INTERVIEW:

david wegman

A West Coast cruiser might look at a map and figure that the Eastern Caribbean is the East Coast's equivalent of Mexico for the West Coast. But that would be nowhere near the truth. For one thing, there are 50 times more boats in the Caribbean, and 100 times more sailing characters — be they visionaries, scammers, hardcore sailors, nut cases or what have you. The Caribbean is the wild west of sailing, where unusual people indulge in their fantasies and wild ideas, largely unimpeded.

While on vacation in St. Barts, we decided to troll around for one such character. A couple of locals suggested David — always a small 'd' — Wegman. "He's been around since the beginning," several said, "and is a genuine Caribbean character who has just about done it all." After you finish reading this interview, we think you'll agree.

So one sweltering January afternoon we met David at his studio atop the famous Le Select Bar in Gustavia, only a winch handle's throw away from the \$25 million motoryachts lined up at the little Charles de Gaulle Quai, and within spitting distance of \$350,000 baubles in jewelry store windows. David's loft was scattered with any number of projects, from drawings to paintings to sculptures, as well as some more commercial projects such as artistic signs. He has a guitar on the wall, a photo of him playing a fiddle with Jimmy Buffet on the door, and a bicycle with balloon tires on the street below. David's a big man with big blue eyes, a shaved head, and a white beard. At 58 years of age, he speaks in a slow and even voice, and isn't prone to exaggeration. He is the father of five daughters, ranging in age from 37 to 10.

How did you end up in the Caribbean?

I was born in Fort Wayne, Indiana, and grew up in the Midwest. I'd done some work in my dad's machine shop after high school, and eventually built a dragster with a parachute in the back and all that stuff. So when I was 24, which was in the late '60s, I brought the dragster and my five-year-old daughter down to Fort Lauderdale to do some racing. Once I realized that you didn't have to live in the cold during the winter, I had no intention of returning to Indiana. My daughter and I lived in Coconut Grove for a time, and when I began to run low on money I started doing portraits in bars.

One day some friends and I went down to Key West, which was a fairly quiet place in the late '60s. I met a guy named Howie, who owned Howie's Lounge, a big bar at the foot of Duval Street. He wanted a huge Day-Glo sign painted on his roof so that passengers landing in planes would see it. So I painted two 54-foot panels, one on each side of the roof. I completed the job in one day and made \$200 — which was a lot of money back then. I ended up renting the whole upstairs of the lounge and doing odd jobs for him and others around town.

One day Howie told me a new guy was coming to play, so he needed me to make a sign that read: "Jimmy Buffett, Tuesday and Wednesday Nights." I don't think it was Jimmy's first gig in Key West, but it was an early one. He made something like \$30 a night plus tips. I also made a sign for the group Coffee Butler and the Cups. It's been more than 30 years, but Coffee is still playing gigs in Key West.

How did you get into sailing?

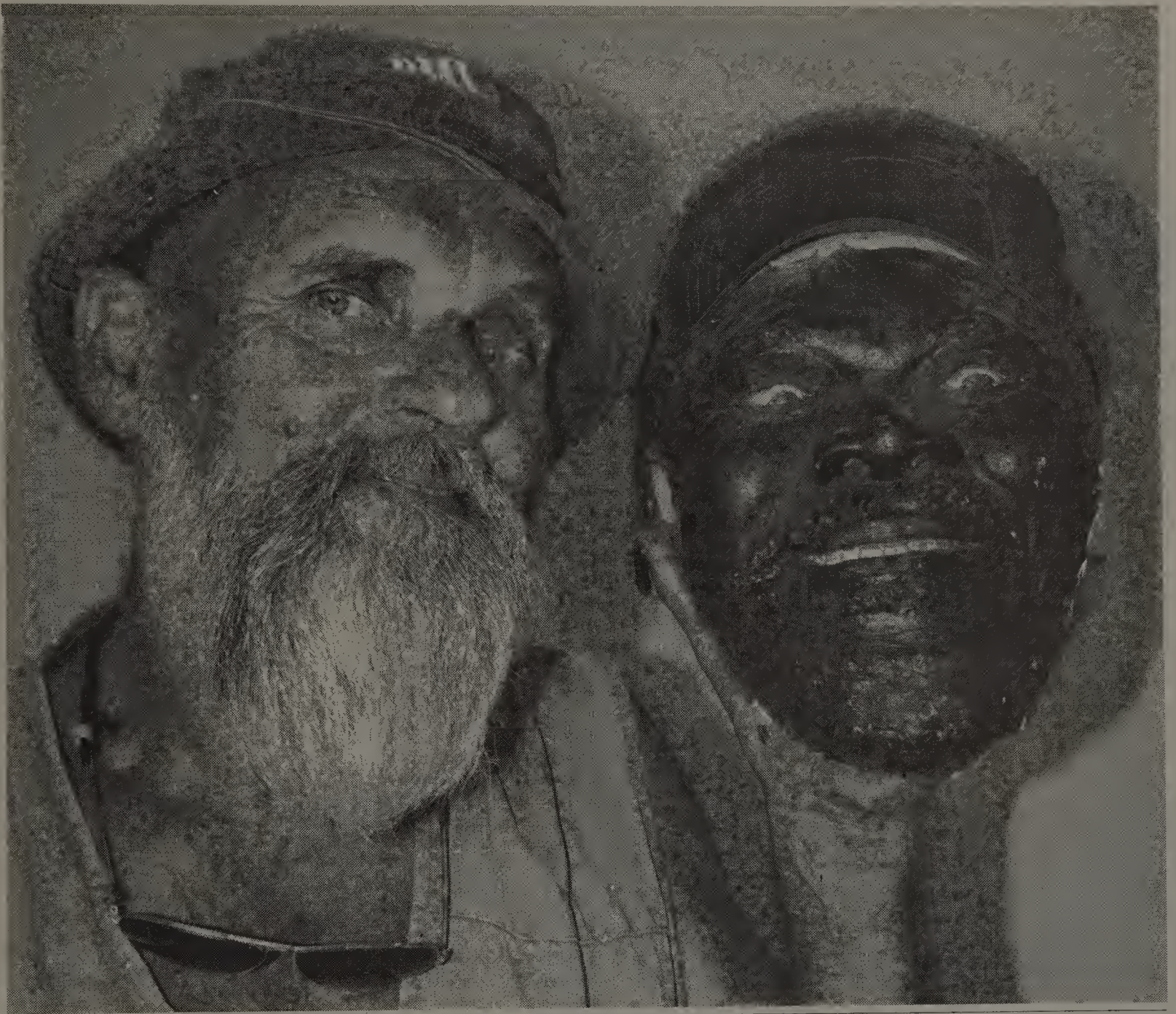
I sold my dragster and borrowed \$1,000 from Howie to buy a 30-ft gaff-rigged boat that some refugees had used to escape from Cuba. I named her *Afrigan Queen*. About this time my wife came down and tried to get us back together, but she wanted me to come back to Indiana and there was no way I was going to do that. She did, however, take my daughter back.

I had the *Queen* hauled at the Cuban Boatyard in Key West. Mel Fisher had *Virgilona*, his first boat, hauled out there to have big scoops welded on the transom to help him search for sunken treasure. He found it, too. This was 1971, and there were only two sailboats in downtown Key West — meaning Garrison Bight — besides mine. One was *Western Union*, a 90-ft gaff-rigged schooner that had been used to lay telephone cable to Cuba. She now charts as a day boat. The other was the *Adams*, which was used to catch turtles in Central America. Somebody later chopped her masts off and moved her to Guiana. Now downtown Key West is filled with boats.

Once I finished the yard work on *Afrigan Queen*, I had her towed to Christmas Tree Island, where I worked on her for another four months. When she was finally in good enough shape to sail, I took her out. I didn't have any sailing experience in a boat that size, and she didn't have an engine, so I ran aground and learned some other valuable lessons. Before long I went on a several-day trip and returned to Christmas Tree Island — it seemed like a major accomplishment to me.

That summer, just before my 25th birthday, a friend of mine, who was just out of high school, and I decided to sail 60 miles west to the Dry Tortugas. I bought a transistor radio and some canned goods, and Trey and I took off. Before long, we got into a nasty squall that kicked the shit out of us. The boom broke, we couldn't see land, and the squalls just kept coming. I turned on the radio and discovered that we'd gotten ourselves into the general path of Hurricane Agnes. We were stuck in it for days and days, not knowing where we were and having to bail like crazy to keep from sinking. Day after day we bailed — I've never been so tired in my life. The eye of the hurricane, which had come within 50 miles, finally passed, and we were able to set some sail. By fiddling with the radio I was able to get some idea of where we were.

On the tenth day of the proposed 60-mile trip, I spotted a rocky coast with a little beach area. I was worried that I was hallucinating, however, because there was a hearse parked on



David consults with his sculpture of another notorious Caribbean character, Foxy Callwood.

the beach with a guy in a black suit standing next to it. After driving the boat up on the beach, I walked up to him and said, "Am I dead?" He told me that I wasn't, and introduced himself as David Farley, owner of a funeral parlor and a Venice, Florida, city councilman. He'd been out surveying the road damage and saw us. "I didn't think anybody could survive out there," he said.

Having survived the hurricane at sea in a small boat made us minor celebrities. The newspapers showed up to write stories, strangers brought food, and the volunteer fire department helped out too. But after two weeks of living on the boat on the beach, it was clear she was damaged beyond repair. So I stripped all the valuables off, poured gas on the remains, and set her afire.

When I got back to Key West, Howie told me that the Small Business Administration (SBA) had decided that anybody who had lost a home or business in Agnes was entitled to a very low cost government loan. I applied for \$5,000, claiming that I'd lost my home and business. A month later I received a check

for \$2,000. Not long after that, I got a form letter signed by President Nixon saying that anyone who had gotten a loan under \$5,000 need not bother paying them back.

Had the hurricane put you off sailing?

No. In fact, I took the SBA money and travelled up the East Coast looking for a replacement boat. I found a Danish-built varnished 27-footer that looked a lot like a Folkboat but had a Volvo diesel. I bought her and christened her *Afrigan Queen II*. I then headed back toward Key West via the IntraCoastal Waterway. It was on this trip south that I really learned to sail and about things such as 'red, right, returning'.

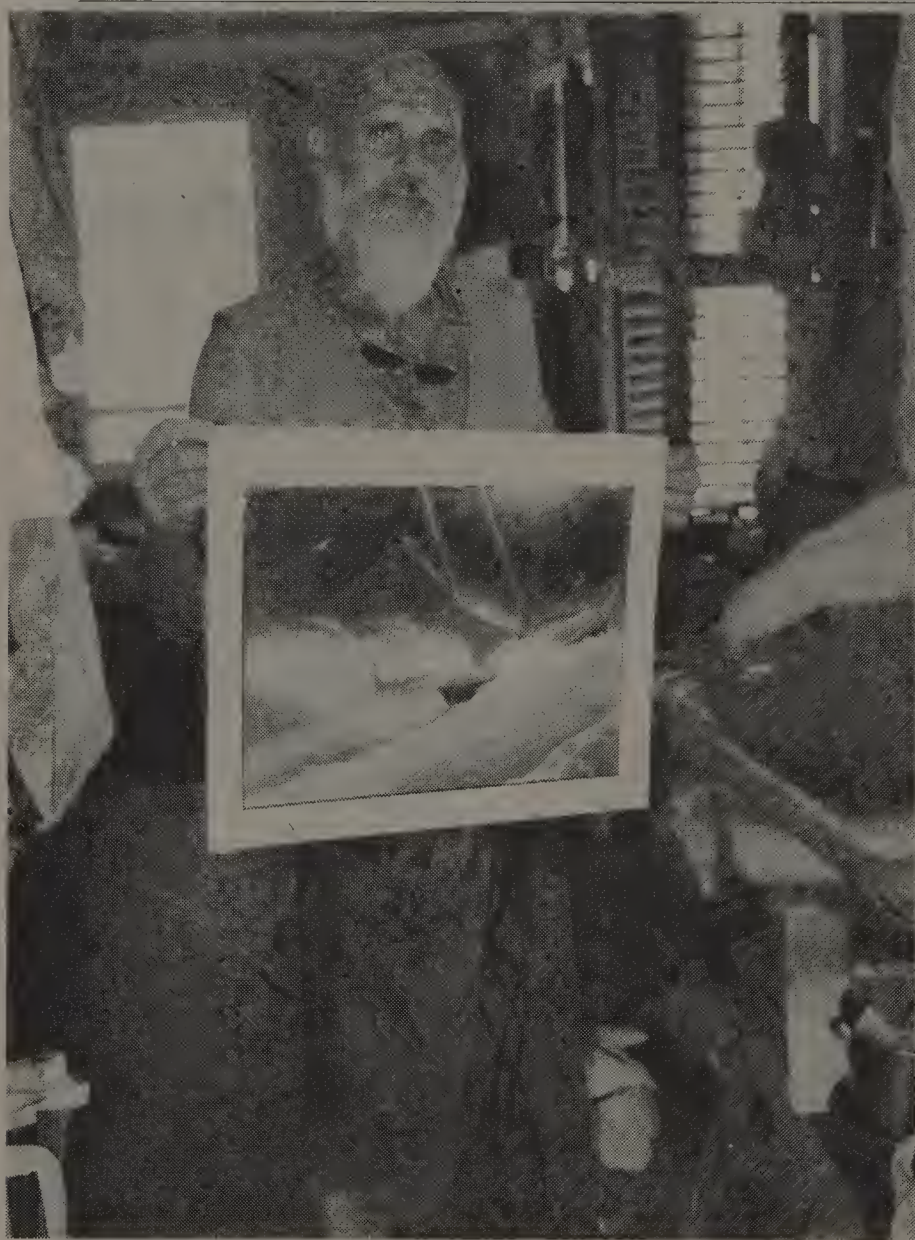
Trey, my crewmate during the hurricane, never went sailing again, but he did get mixed up with another hurricane. Right after our adventure, he joined the circus. Twenty years later, he was married with two kids and living in Homestead, Florida. He'd salvaged the numbers from *Afrigan Queen I* and used them on his house. Then Hurricane Andrew came along and blew his house away. He later moved to Key West, but never did go

interview:

back on the ocean.

When did you first go to the Caribbean?

After I got back to Key West with the 27-footer, I made several trips to the Bahamas, during which time I became a competent offshore sailor. I then met a woman in Key West, and in 1974



In his loft studio above *Le Select*, David shows a painting of the 'Queen' riding out a storm at sea.

the two of us spent two years sailing to the Virgin Islands, down island to Grenada, and all the way back to Key West. We spent the most time in the Virgins, where I did a lot of pen & ink drawings of noteworthy buildings and boats for clients such as the A.H. Riise Gallery. My lady and I also created the *Cooking Without Cans* cookbook, which we self-published.

What was it like in the Virgins and the rest of the Caribbean in those days?

It was very different than today. It was very quiet by comparison. The Moorings, which was the first bareboat charter company, was just opening up their first little base in Tortola, so there weren't very many boats around. Many of the islands further down were quite sleepy. I met one woman on Saba who'd had 10 kids, but she's never been to the bottom of the island.

Things were beginning to change, however. For example, on the way down through the Virgins, I sold enough of my pen & ink drawings at the corner of an alley in Charlotte Amalie to provision the boat for the trip down to Grenada. When we came back through the Virgins on the way home, an art gallery had been set up at the same location. They bought \$1,500 worth of my art at one time, which was a lot.

Things weren't that expensive back then, were they?

When we got back to Key West, I was able to buy a house one block from Duval St. for \$13,000. The down payment was \$1,000 — or \$500 less than I'd made selling my pen & ink drawings to the gallery.

Say, this drawing in your portfolio looks like the old San Rafael Ferry in the mud by Gate Five in Sausalito. Were you ever there?

After owning the 27-ft *African Queen II* for 10 years, I sold her for \$4,000 to a guy in Sausalito. But he was \$500 short, and never came up with the money. For some reason he flew me back to Sausalito, but I never did get the rest of the money. While in Sausalito I did some drawings, and that's one of them. But all this was after I got out of prison.

Prison?

While in Key West, I noticed that friends who didn't have real jobs were suddenly buying big houses and putting pools in their backyards. One day some friends came over and asked if we wanted to make \$100,000 — which was *really* a lot of money back then. All they would tell us about the job was that it involved working on a freighter and that some of our other friends had already signed on. We decided that I would go for it.

I flew down to Trinidad, where I spent two months working on a 187-ft freighter flying a flag from Monrovia. I still didn't know what we were doing or where we were going, but had a pretty good idea that it was illegal. In fact, I knew that the people who hired us had just done a smuggling trip. Before long, we travelled to Cadiz, Spain, where we replaced the engine, then headed to the eastern Med. The crew consisted of a German captain and engineer, me, and three friends. We continued on to Cyprus, where we anchored out for a month, waiting and waiting and waiting. We later learned that the delay was caused by the passes in Afghanistan being snowed in, preventing the hash from being transported down to Beirut.

One night we travelled to a spot 15 miles off the coast of Lebanon, where we kept waiting for the boat to arrive with the stuff. Finally, just after it got light, a big Bertram police boat showed up, and it was so overloaded with hash it looked as though it would surely sink. It was rough, and the Bertram kept slamming into the ship. We weren't sure we could unload the hash, which was packed inside vulcanized inner tubes, but finally came up with a system that involved cargo nets and snatching the loads from the Bertram at just the right instant. The loading took an entire day, and we were just about finished when an Israeli jet flew 100 feet overhead and circled back.

So you were busted by the Israelis?

No, they didn't shoot and we never heard anything about it. We steamed across the Med, but it was winter and it was very rough. In fact, one freighter sank and the crew had to get into

david wegman

lifeboats. It was the coldest winter in the Gibraltar area in 40 years, and it blew so hard that we almost didn't make it out of the Med.

Halfway across the Atlantic, things started to go wrong. We got a call informing us that the friend who had hired us was missing — with the money for the offload crew — after his plane disappeared during a blizzard in the Adirondacks. Nobody was able to find the plane, however, because of all the snow. The smuggle was now in trouble because he'd had all the money to pay the offload guys, who always get paid in advance.

We finally took up station off Wilmington, South Carolina, and waited for shrimp boats to come out and take the stuff. But there was a Navy destroyer in the area, and the shrimpers felt they were being watched. The next night they didn't even come out at all.

At this point I'd been on the ship for four months straight, the deal was going bad, and we were almost completely out of fuel — so I just wanted off. Finally, somebody cut a deal with a Mafia guy who owned a tug company in New Jersey. We didn't think we had enough fuel to make it to New York, but they told us not to worry, they'd tow us in if we ran out. Sure enough, a tug met us off New York and towed us into the harbor. Shortly after we passed Sandy Hook, there they were, the Coast Guard, the DEA, and all the other law enforcement agencies. After figuring out how to unseal the hatches, they had no trouble finding the 22 tons of hash — which was the largest amount they'd ever seized. It turns out that the guy with the tug company had been busted before, and had set us up to get a lenient sentence.

Twenty-tons? They must have locked you up and thrown away the key.

We ended up in prison in New York and New Jersey, and it didn't look very good because we weren't willing to identify our friend who had set it up. But come May, when the snows melted in the Adirondacks, they found the crash site and his body. Since he was dead, it no longer mattered if we identified him, which helped. Our case went before a judge who was mean but fair. I don't think it hurt that one of my co-defendants had gone to the same school as him. We crewmembers were each sentenced to 18 months, but the Mafia guy only got a year. After we were transferred to a prison in Florida, we learned about something called Rule 35, which says that you can appeal your sentence if you were a little guy who got a longer sentence than the big guys. We appealed and won. I was released in '79, having spent 10 months in prison.

When did you return to the Caribbean?

When I got out, I returned to my house in Key West to visit my new baby — who was now two years old. Her mother was seeing somebody else, so that was the end of that. About the same time, I heard that the guy from Sausalito who'd bought my 27-footer had never shown up and the boat was about to be auctioned off for back dock fees. Since I still had the title, I was able to buy her for \$800 in back bills. I then met a new woman, and the two of us sailed down to Coral Bay in the U.S. Virgin Islands.

After spending some time in Coral Bay, we continued on down to St. Barts. I'd been there before in '74 and nothing was happening at all. But in '80 St. Barts was starting to come alive. Lulu was hosting the famous wooden boat regattas, and there were lots of smugglers running around. It's no secret that St. Barts had plenty of smugglers — at least until '86, when almost everybody got busted.

When we arrived in St. Barts in '80, Jimmy Buffett had

already made it big, and owned a small percentage of the Auteur de Rocher restaurant and nightclub out in Lorient. J.J., who owned a bigger share, suggested that I hang my artwork on the walls. While in prison, I'd done quite a few pastels of boats, women, visions — things like that. I'd always had one price for my artwork, but J.J. told me that I should double it. So I left the stuff on the walls and sailed south for Antigua Sailing Week. When I came back a month later, they'd sold everything and I

In '80 St. Barts was starting to come alive. Lulu was hosting the famous wooden boat regattas, and there were lots of smugglers running around.

had earned \$5,000!

While at St. Barts, I became friends with Marius Stackelborough, owner of Le Select, and his 10 kids. I did some artwork for his T-shirts for Le Select, which is one of the most famous bars in the Caribbean. One of the best remembered was the 'A Sunny Place for Shady People' shirt. With the island becoming more popular, I began returning every winter to do more T-shirts, signs, artwork, and other stuff.

We saw you doing the around the island New Year's Eve race/parade on your little schooner, and heard that you've had her for nearly 20 years. What's the story on that?

She's the *African Queen IV*, which has the lines of a Block Island fishing schooner. While in St. John in the early '80s, a bunch of us decided that we wanted to build our own sailboats, so we built five hulls at once. First we made a mold and reinforced it with conduit, then we laid up the first hull. Rather than pull the first hull off the mold, we just put garbage bags over the top and laid up the next hull. We did that three more times, so we built five hulls before we broke any of them out of the mold.

The boats were finished off according to each person's desires, so they had different shear lines, keels and that kind of stuff. I had mine sailing in two years, long before anyone else, using telephone poles for masts and flying used sails. When I first started sailing her, she didn't have an interior and she didn't have an engine for three years. But she'd only cost me \$5,000.

Have you sailed her anywhere?

I've sailed her between St. Barts and Key West quite a bit, then I took her on an eight-year circumnavigation — but that was a little later. During those years I was really busy doing T-shirts in St. John, over at Jost van Dyke for Foxy, and in St. Barts.

Did you get involved in any more smuggling?

A friend hired me to go back to Lauderdale to fix up an 80-ft steel motorsailer — to make awnings, do teak decks, work on the bottom, that kind of thing. We brought her down to St. Martin and started doing crewed charters with me running the boat. But it was obvious that the boat had really been set up to smuggle, not to charter. There were a bunch of jokers onboard as crew, and before long they asked me if I wanted to be a part of it.

Were you tempted?

After you go to prison, you learn. I told them 'no'.

interview:

In '83 I sailed down to Dominica to buy some hardwoods so I could build an interior for *Afrigan Queen IV*. When I came back to St. Barts, Eddy was running Le Select for Marius, and we became good friends. I started making full-color T-shirts for them using cans of spray paint. Because of the fumes you can imagine that I couldn't do that for very long. But I'd learned about laser scanning, and before long I had full color designs for Le Select, some of the first in the Caribbean. They sold

*Do what's right, and what comes next.
If you don't do what's right,
it will come back on you.*

thousands of them. Of course, back then Le Select was sort of the Grand Central Station of St. Barts and virtually the only game in town. Having made this friendship with Marius and Eddy during the '80s, I've been able to use one of the rooms above Le Select for a studio. In return, I make signs, sculptures, and all kinds of other things for them.

By the mid-'80s, lots of interesting boats and people were coming through St. Barts. During this time I bumped into Reid Stowe, who I'd actually first met in Bequia in '74 when he was sailing a small catamaran. Reid's been in the news lately because of his plans to sail the 70-ft schooner *Anne*, which he built himself, out of sight of land for 1,000 days. In the mid-'80s, Reid already had the schooner and a big house in St. Barts. He asked me to join him for a cruise into the Pacific, so I put *Afrigan Queen* into the mangroves at St. John, and we set off with some other guys as crew. Before long, the rest of the crew and Reid were ready to kill one another, so we replaced them with all women. When we got to Fiji, Reid asked me to continue on with him to Antarctica. Sailing in Antarctica sounded like a terrible idea to me, so I left the schooner.

I returned to Key West for a little while, then got my boat out of the mangroves in St. John and sailed her down to St. Barts. A month later, who shows up but Reid and *Anne*, having already sailed to New Zealand, Antarctica, the Falklands, and all the way up the Atlantic back to St. Barts.

He sounds like a determined guy. Do you think he'll do the 1,000-day thing?

I'm not sure about his girlfriend, but Reid probably will. Getting the money to fund it is always the hard part. I also knew Reid when he was an artist in New York, although he spent some time in prison, too. He did a lot of big art pieces, but nothing was selling. A portrait of him, however, once sold for quite a sum. Jean-Michel Basquiat, a protege of Andy Warhol, painted a portrait of Reid on some rusty corrugated roofing down here in St. Barts, and it later sold for \$100,000. Basquiat, one of those New York graffiti artists, died of an overdose even before Warhol passed away.

By this time I was spending all my summers in Maine. In the '80s, nine friends got together and bought 100 acres on an island off the coast of Maine. It was really cheap back then because it was so remote, but it's worth something now. All nine of us are still in on it. I built a log cabin and a teepee guest house on my part, and really enjoy my summers up there with all my daughters.

So how did the circumnavigation come about?

Hurricane Hugo came through the Caribbean — including

St. John — in September of '89. At the time, *Afrigan Queen IV* was tied up in the mangroves and I was in the States. It took two weeks before I was able to catch a plane to St. Thomas, which was in shambles. As I hitchhiked the last mile or so to Coral Bay on the far side of St. John, I had no idea if anything would be left of my boat. But *Afrigan Queen* was still there, snug in the mangroves, looking as though Hugo had never happened.

Some people get a wild welcome to the Caribbean. Elliot, a friend of mine from the States, had bought a 100-year-old, 100-ft boat, loaded it up with all the latest equipment to print T-shirts, had a 1936 Willey's van welded to the deck, and came on down to Coral Bay to set up business. He arrived the day before Hurricane Hugo did. But he and his ship survived, and he set up shop at Shipwreck Landing and started doing all of Foxy's shirts. He and his ship are still there.

I had another friend, Hard Luck Peter, who owned the grocery store in Coral Bay that was devastated by *Hugo*. Fortunately, I happened to have a whole bunch of Hard Luck Cafe T-shirts that I'd made for Key West. The marshalls wouldn't let me sell them because they were too much like the Hard Rock Cafe. So we just screened 'St. John' on them, and Hard Luck Peter started the Hard Luck Cafe. He had musicians playing, poets reading, and before anyone knew it people were coming all the way over to Coral Bay to the Hard Luck Cafe. It was a very happening place, and he was selling 100 of those T-shirts a week. Unfortunately, he and the militant son of the landlady got into a dispute, and one night the son came back with a shotgun. Even though the son was taken away by the authorities, it was clear that Peter had to get away. Ten days later, Peter and I were in Panama aboard *Afrigan Queen IV*, and I was on my way around the world.

My eight-year circumnavigation was a little unusual in that I came home every six months or so to visit my daughters and make money. For example, while in Panama I bought as many *molas* as I could for \$5, then I came back to the States and sold them for \$50. One of my first destinations as a singlehander was Costa Rica's Cocos Island, where I spent a month and ate almost all my supplies. I then left for the Marquesas on a passage that took 33 days. By the end of the year I was in New Zealand.

During that summer back in Maine and Key West, I met a woman named Hailey who had an 18-month-old daughter named Aurora. Her dad went on a sailing trip to the Yucatan and ended up going down on a 100-ft powerboat, so she had no father. So they came down to *Afrigan Queen*, where Maizy was born, and cruised with me for 3.5 years. Once they gave up cruising, I'd come back and spend summers with them at the island in Maine. I still do and we all have a wonderful time. It's an unusual arrangement, but their mother is cool with it and the girls and I love it.

Were you able to get any work while circumnavigating?

There's always work if you want it. While in Borneo, I met a Chinese lawyer who owned the hotel that I was anchored off. We became friends, and he paid me to make a poster to protest fishing with dynamite. He wanted to teach the kids. I also wrote songs which I played in their schools about the problems caused by throwing plastic into the water and how important it was not to destroy the reefs. While in Vanuatu I did the artwork for Tusker's Beer, and while in Auckland I copied charts and sold them. Plus I'd do artwork and sell it.

One year I left the boat in Thailand. The next year I continued across the Indian Ocean to the Maldives, the Chagos and Madagascar, at which point I was almost completely out of

david wegman

money. But, I had the luck. I soon bumped into a friend, an old scammer who somehow had come into a big plantation and was having two Wharram catamarans built in Richard's Bay, South Africa, for the charter trade in Tanzania. Since they would be working in Africa, he wanted them painted African style. So I spent 10 days painting the two boats. It happened to be my birthday, and designer James Wharram and his girlfriend showed up, so we had a great time. Thanks to that job, I'd earned the round trip air fare plus \$1,000 in cash.

I later sailed the Wild Coast of South Africa from Richard's Bay to Cape Town by myself. A friend from Key West joined me for the sail from Cape Town up the South Atlantic and back to St. Barts. When I got back, my studio above Le Select and my artwork was just as I'd left it. Can you imagine leaving for eight years, then coming back to find everything just as you left it?

Did you enjoy the circumnavigation?

Some parts were good and some weren't as good. The hardest part was that it cost a fortune to go back and forth every six months. But I met lots of great people, both ashore and on boats. I really liked Lowell and Bea North, who I seemed to bump into everywhere. First at the Jungle Club in Costa Rica, then in Tahiti and then in Costa Rica, where I bought his bicycle. Bea is from the town in Maine where I get my mail. I like Lowell's son Danny, too.

Since I finished my circumnavigation, I've sailed to Cuba and Key West, and now have the boat back in St. Barts. I live on the boat on the hook, not here in the studio.

St. Barts is potentially a very expensive island, what's the secret to being able to afford to spend the season here?

Live simply. I do signs and sculptures and painting. In the springtime, the Bank of Baghdad art gallery puts on a one man show for me. I make enough money during that week, mostly from locals buying my art, to make it through the winter. And I don't accept all work offered me. For example, I'll only paint what I want, not what people want me to do. How could I paint a guy's powerboat or wife if I thought they were ugly? So I tell them to buy a camera and take a photograph.

I don't do stuff just for money either. For example, I give free art lessons in my studio to local kids. When the St. Barts trash burner burned down, I made signs and wrote songs to perform in school to encourage the kids to recycle.

After all your alternative living, adventures and travels, you must have come up with some basic principles to live by.

Do what's right, and what comes next. If you don't do what's right, it will come back on you. Be reliable, too. If you're reliable, you'll always have friends. If you aren't, you won't.

Any plans for the future?

Just to wake up breathing.

You seem to always move from one thing to another. Has it always been easy to find work?

Yes. There's always something to do if you're willing to work.

It would be great if you could finish the interview by telling the story of The Tomb of the Well-Known Sailor.

There are a bunch of us old-time cruisers from the '70s and '80s in the Caribbean with old-time cruising boats who are really good friends. One of them was a guy named Kenny Kapen, well known to everyone, who had a great wooden cruising boat called *Starfire*. He was living aboard down in Antigua and used to party pretty hard with the drummer from Pink Floyd. Well, one time after a big party he went to sleep and didn't wake up again. This was in 1989. Scrimshaw Mike, who owns the old English pilot cutter *Margaret T*, made a beautiful funeral invitation with a beautiful poem, and faxed them out to Kenny's many friends. I was with a bunch of his friends in St. Martin when the fax came with the news that the funeral would be in Antigua in a couple of days. We all set sail for Antigua, but it was 100 miles dead upwind, the Christmas Trades were blowing hard, and our old cruising boats just don't sail to weather very well. So as hard as we tried, we didn't make it past St. Barts.

Ten days after the funeral in Antigua, we were in Eddy's Ghetto having dinner when a couple of local fishermen come in and start talking excitedly about a box they'd found out near Grand Saline Beach. They'd seen birds flying around the box and, thinking it was fish, went to investigate. When they got to the box and looked through the holes, they saw the body. "Oh my God, I'm going to die!" said one of the fishermen. He did, too, less than a year later, way before his time.

As incredible as it might seem — St. Barts is 85 miles from Antigua, and not directly downwind — I thought the body had to be Kenny. So the next day I rented a boat and went all around the island looking for the box. I didn't find anything. The next day, however, the *pompiers* found a partially decomposed body washed up on the shore. They took it to the chapel near Maya's Restaurant and put it on ice. After some calls to Antigua, it was confirmed that it was Kenny.

Costing only \$5,000 to build, 'Afrigan Queen IV' did an 8-year circumnavigation.



david wegman

What had happened is that the officials in Antigua had told Kenny's friends that they couldn't just dump a body overboard anymore, not even sliding out of a flag. They had to build a coffin, cut holes in it, and weigh it down so it would sink. Kenny's friends did this. But with his girlfriend and parents in attendance for the casket burial at sea, the box just kept floating back to the surface. They cut more holes in it, but it still kept coming up. It was awful. Anyway, a guy named Roy stuffed a bunch of chain into the holes and it finally appeared to sink to the bottom. But it obviously didn't sink to the bottom, for 10 days later it washed up on St. Barts.

So then the officials in St. Barts demanded that we do something with the body. The girlfriend and parents had had enough the first time, and didn't want anything to do with it. Me and Kenny's old friends in St. Barts weren't about to bury a partially-decomposed body at sea, so on Good Friday, we went to the cemetery next to the airport and dug a big hole. On Easter Sunday, we put the body in the hole, covered it up and made a tombstone out of a Heineken box, then stuck shells on top and rocks around the side, and drank a case of Heineken in Kenny's honor. We all thought that was the end of Kenny.

A short time later, I took off on my eight-year circumnavigation. When I got back to St. Barts, I was riding on the back of a moped one day when I asked the driver to turn into the cemetery so I could check on Kenny's grave. The tombstone was still there, but there were clumps of weeds all around. When I told Eddy, he said that if you don't keep graves up in St. Barts, they'll eventually knock the tombstone down and put somebody else in the hole. "Well, they're not doing

that to Kenny," I said to myself. So I went back and started pulling the weeds. That's when I saw the bones.

D. Randy West, famous catamaran sailor and personality, claims that the storm surge was so great during hurricane Luis that it covered the cemetery and the bones floated up. That's Randy's explanation. Personally, I think Kenny heard that Eddy was going to have a party and didn't want to miss it. In any event, I recovered the skull and a leg bone, but didn't know what to do with them. First, I thought I'd take them up to Captain Harry's Blue Marlin Bar in Charlestown for decorations, but they went out of business. Then I thought about throwing them in the ocean near Ile Fourche. But recently I've come up with the idea of the Tomb of the Well-Known Sailor. What the sailing world needs is a tomb for all the sailors who were lost overboard while taking a piss or who otherwise never got a proper burial. The tomb should not just have Kenny's name, but all sailors who ended up like Kenny. In fact, the last time I looked three or more names had been added to the tombstone. I'm accepting donations for the project, because I want a nice tombstone so we can properly chisel the names on it. Anyone who wants to contact me with a name and a contribution can reach me at: davidart_w@yahoo.com

That's quite a story, about as Caribbean as can be. But you never said what you did with the skull and bones.

They're in the box right under where you're sitting.

They were, too.

— latitude



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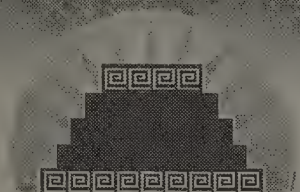
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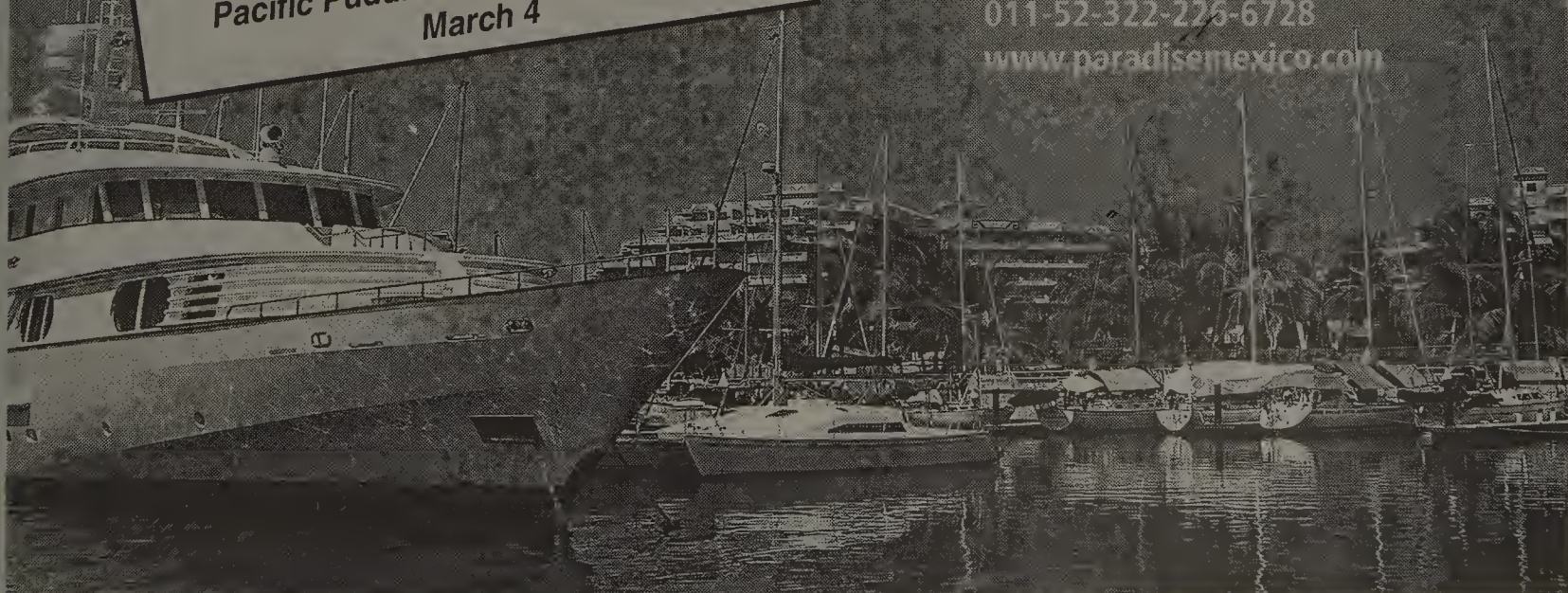
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CORINTHIAN MIDWINTERS



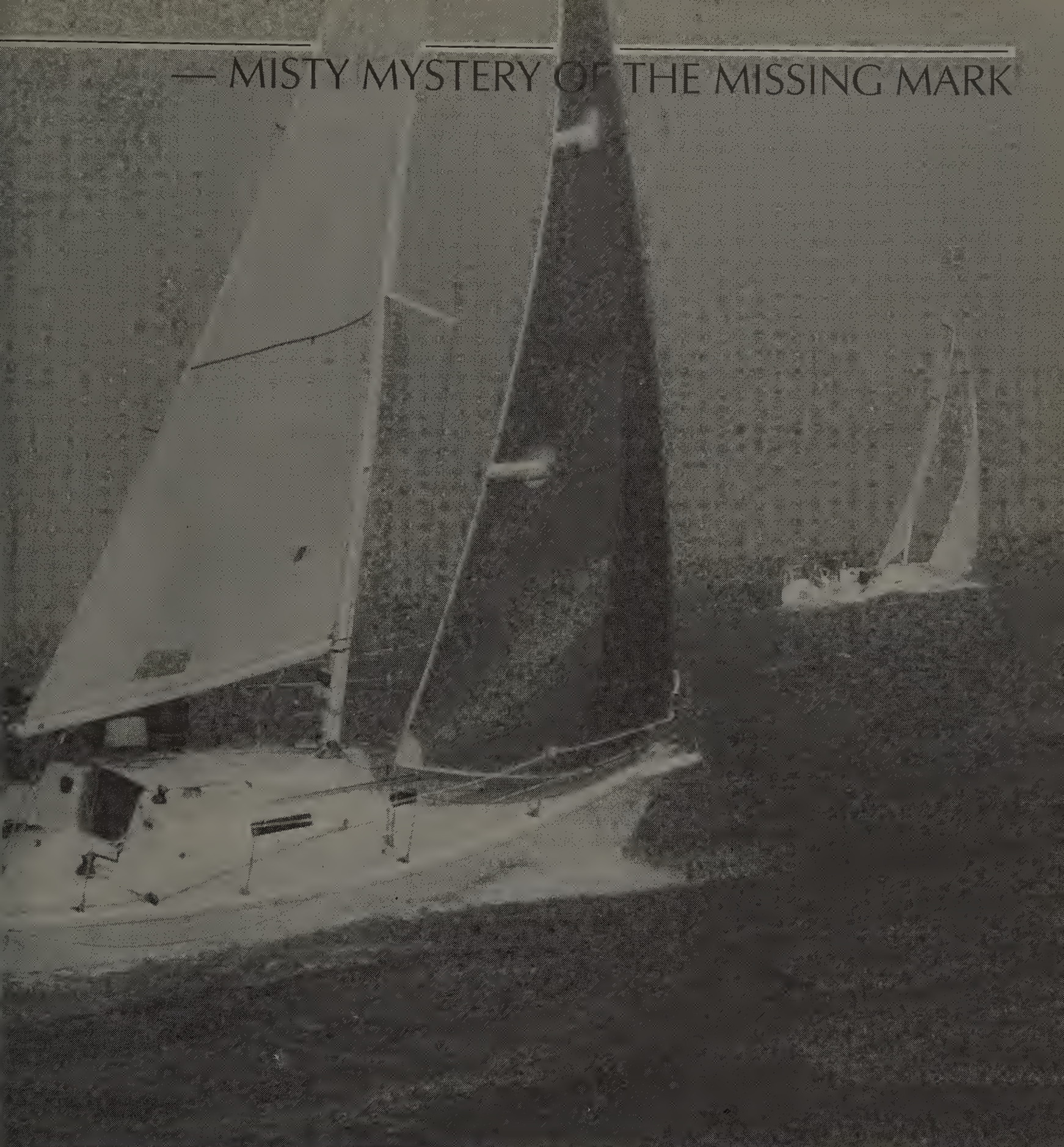
The 2003 Corinthian YC Midwinters got off to a rocky start at noon on Saturday, January 11. The day was raw and nippy, with a 15-knot northerly bringing the wind chill factor even lower — but that wasn't the problem. Actually, it was a pretty good day for sailing by

midwinter standards. The course selection — head east through Racoon Strait, leave Southampton Shoals to port, round some channel markers up by Red Rock, and home — wasn't a problem, either. If anything, it looked like a refreshing change from the more familiar Central

Bay courses.

The starting line, however, left something to be desired. It was horribly pin-end favored, basically in a parallel line to the first mark, Southampton Shoals. The starts were predictably messy, with at least one innocent starboard tackler

— MISTY MYSTERY OF THE MISSING MARK



— Hank Easom's lovely 65-year-old 8-Meter *Yucca* — taking a direct hit from a port tack. But even those starting line issues were surmountable, and the 111-boat fleet was soon on its way.

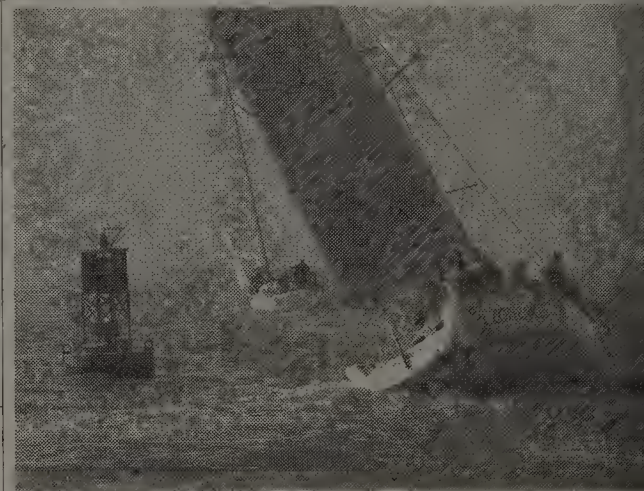
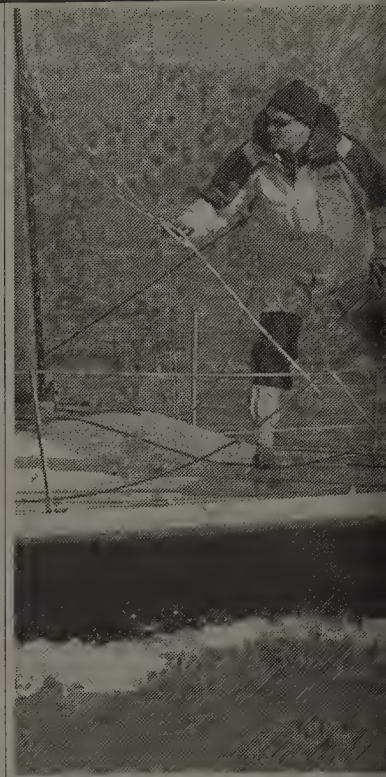
Less than an hour later, however, there was a problem — the lead boats

Once more into the breach — J/105s disappear into the fog en route to Southampton, with 'Natural Blonde' (#173) in the foreground.

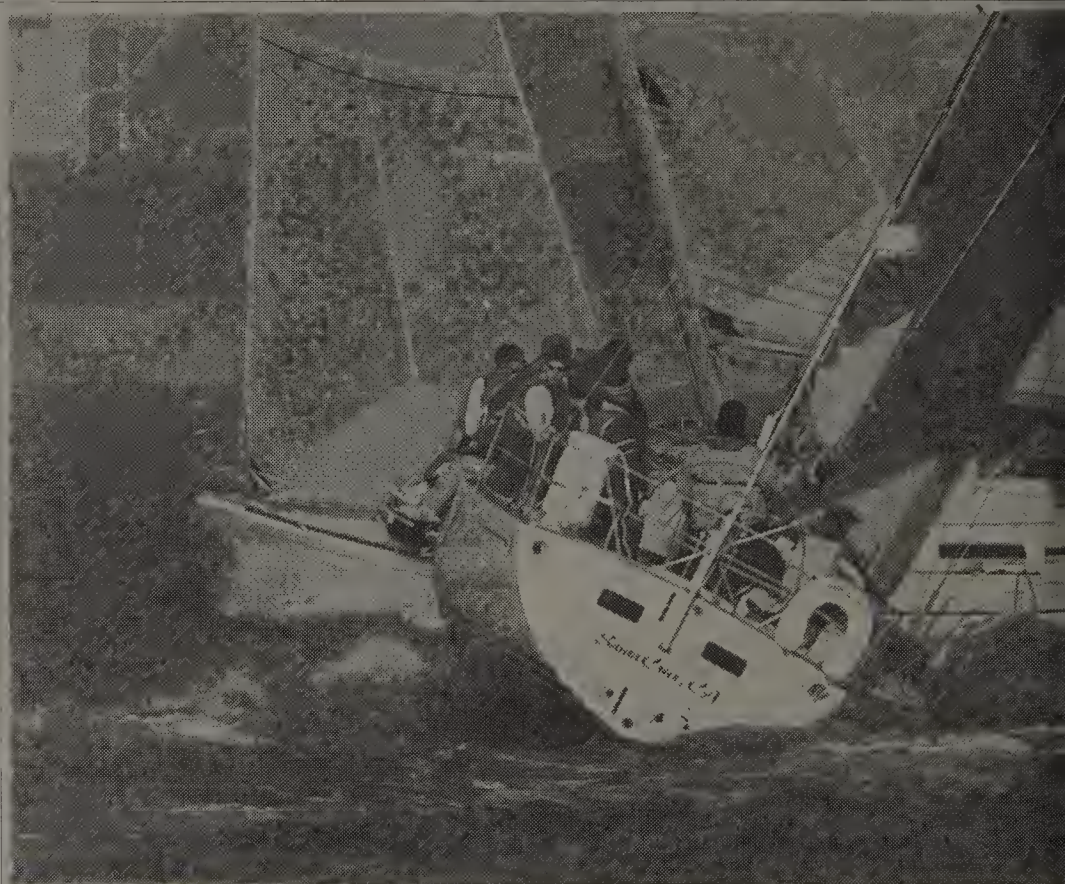
were crisscrossing the still foggy North Bay searching vainly for the upwind mark (channel marker #4), which was not where the Sailing Instructions said

it should be. The race soon resembled a treasure hunt, with some of the bigger boats sailing all over looking for #4. Most eventually ended up rounding #6 (where #4 was supposed to be) and carrying on, albeit a bit puzzled.

The following classes generally played

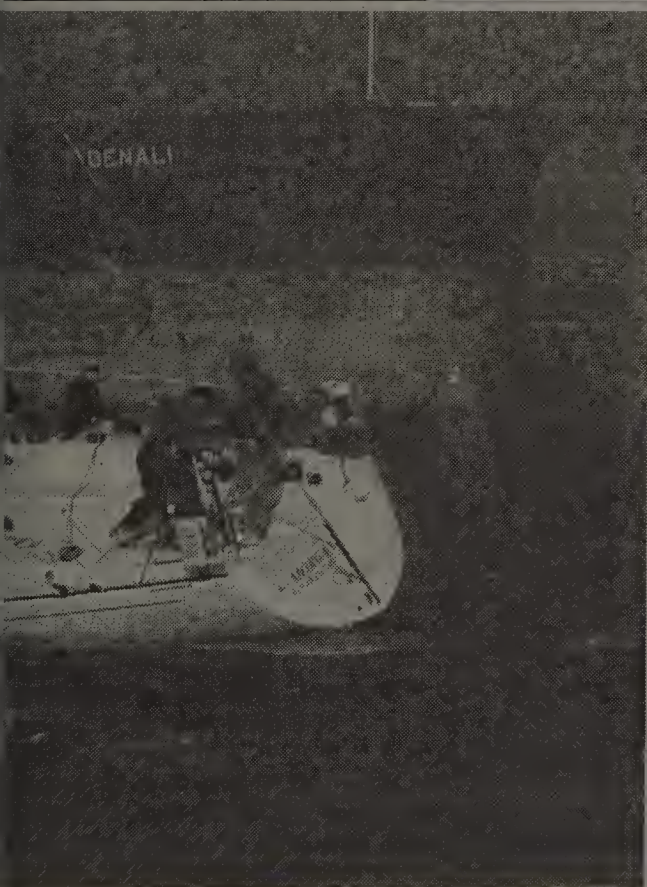
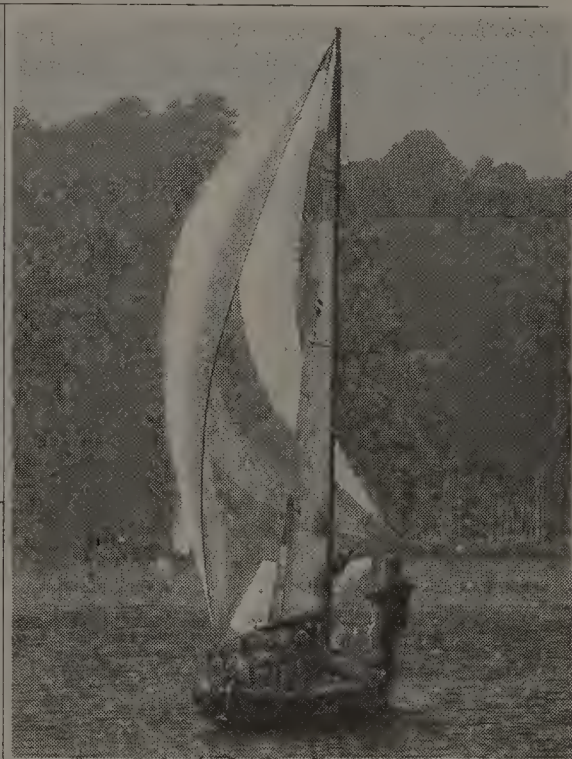


CYC Midwinters, clockwise from upper left — Ease the sheeeet!; tag-teaming the foredeck on a Laser 28; the Sydney 38 'Copernicus' rounds one of the decoy marks; 'Morgana' crosses 'Surfer Girl'; vultures circle a lost boat; and a J/105 crew searches for the next mark.





Building a mystery, cont'd — The Beneteau 40.7s 'Night Train' and 'Battant' battle it out downwind; the SC 27 'Lark' attempts to finish in the dying breeze; 'Night Train' at the bogus mark (no doubt lured there by our waiting photo boat); the canting-keeled 'Secret Squirrel' chases 'Surfer Girl'. All photos 'latitude'/jr.



CORINTHIAN MIDWINTERS

follow-the-leader behind the big boats, and assumed — correctly, as it turned out — that the SIs were in error. Will Paxton, tactician on the Schock 40 *Secret Squirrel*, cracked the Case of the Missing Mark afterward by comparing an old Bay chart with a new one, and noticed the discrepancies. He brought this to the attention of race chairman Michael Moradzadeh, who was mortified to realize that the SIs he inherited were out of date.

"We haven't used the North Bay courses in several years, and didn't realize that some buoys have been added and others renumbered," said Moradzadeh "What can I say? I messed up, and I apologize. The problem didn't affect the Non-Spinnaker boats and PHRF-V, which sailed a shorter course, and we've offered to toss out the affected races on a class-by-class basis if anyone protests us. So far two PHRF classes are in danger of being abandoned, but most participants have been very professional and sportsmanlike in their response to this frustrating situation."

The reaction of the sailors ranged from indignation to amusement, with the majority just shrugging it off. "Who cares, it's only the midwinters," seemed to be the prevailing opinion.

We're happy to report that the rest of the weekend turned out splendidly. The SIs were quickly amended, and the fleet was sent back into the North Bay the following day for an identical race in identical conditions. Not surprisingly, many of the same boats posted podium finishes for the second day in a row.



The CYC clubhouse is framed by, from left, 'Jeannette', 'Kelika' and 'Abba Zabba'.

Shoreside activities included free beer on Saturday afternoon courtesy of Pineapple Sails, followed by a well-attended dinner/dance party in CYC's elegant upstairs ballroom, featuring the R&B music of the Bay Area Blues Society.

Next month, the Corinthian Midwinters continue and conclude on February 15-16. For more information, including pictures and full results, check out www.cyc.org.

"Next month will be smoother — no more mysteries!" promised Moradzadeh. "There's still room for more boats, and we're reducing the entry fee for the second weekend to a bargain \$30. Come join us!"

— latitude 38

DIV. A (< 69) — 1) *Surfer Girl*, SC 50, Mike Travis, 4 points; 2) *Blue Chip*, Farr 40, Walt Logan, 5; 3) *Astra*, Farr 40, Mary Coleman, 7; 4) (tie) *Secret Squirrel*, Schock 40, John Cladianos, and *Copernicus*, Sydney 38, Michael Kennedy, 7; 6) *Moray*, 11:Metre, Mark Hecht, 10. (14 boats)

DIV. B (72-117) — 1) (tie) *Navigator*, Soverel 33, The Melbostads, and *Yucca*, 8-Meter, Hank Easom, 3 points; 3) (tie) *Mintaka 4*, Farr 38, Gerry Brown, and *Whole Heart*, Melges 24, Dave Holscher, 7; 5) *Mist*, Beneteau First 38, Robert Hu, 11; 6) *Remedy*, Beneteau 42s7, Ken Pimental, 12; 7) *Summer & Smoke*, Beneteau 36.7, Rob Orr, 14; 8) *Team Iverson*, 11:Metre, Mark Varnes, 13. (19

boats)

DIV. C (120-150) — 1) *Silkye*, WylieCat 30, Steve Seal/John Skinner, 4 points; 2) *Abigail Morgan*, Express 27, Ron Kell, 7; 3) *Andiamo*, SC 27, Mike Warren, 8; 4) *Shenanigans*, C&C 36, Mike Maloney, 9; 5) *Kelika*, Hunter 33.5, Mike Weaver, 10; 6) *Frenzy*, Moore 24, Lon Woodrum, 12. (14 boats)

DIV. D (153-180) — 1) *Quickstep II*, IOD, Richard Pearce, 2 points; 2) *Fast Freight*, Newport 30, Bob Harford, 5; 3) *Never Again II*, IOD, Mark Pearce, 9; 4) *Prophet*, IOD, Dennis Brewer, 9. (9 boats)

DIV. V (> 183) — 1) *Elaine*, Santana 22, Pat Broderick, 3 points; 2) (tie) *Synergizer*, Ericson 28-2, Larry Weinhoff, and *Moonglow*, Ericson 25+, Ryan Schofield, 6. (5 boats)

BENETEAU 40.7 — 1) (tie) *Night Train*, Bill Canada, and *Wired*, Joel Davis, 3 points. (4 boats)

EXPRESS 37 — 1) *Eclipse*, Mark Dowdy, 4 points; 2) *Golden Moon*, Kame Richards, 4; 3) *Elan*, Bill Riess, 6. (5 boats)

J/105 — 1) *Arbitrage*, Bruce Stone/Tim Russell, 2 points; 2) *Joyride*, Bill Hoehler, 7; 3) *Orion*, Gary Kneeland, 10; 4) *Tiburon*, Steve Stroub, 14; 5) (tie) *Natural Blonde*, Lamert Thom/Rob Cooper, and *Capricorn*, Bill Booth, 15. (14 boats)

SF 30 — 1) (tie) *Jeannette*, Tartan Ten, Henry King, and *Gammon*, Tartan Ten, Jeff Hutter, 3 points; 3) *Jane Doe*, Olson 911-SE, Bob Izmirian, 6. (6 boats)

NON-SPINNAKER I (< 157) — 1) *Q*, Schumacher 40, Glenn Isaacson, 3 points; 2) *Smogen II*, Custom 36, Julie Levicki, 6; 3) *Sea Ghost*, Beneteau 42, Ron Roberts, 7; 4) *Georgia*, Van De Stadt 42, 8. (11 boats)

NON-SPINNAKER II (> 158) — 1) *Peer Gynt V*, Knarr, Jim Skaar, 4 points; 2) *Roeboat*, Catalina 30, Rod Decker, 5; 3) (tie) *Morgan*, Cal 20, Peter Birnbaum, and *Gannett*, Knarr, Bob Thalman, 6. (10 boats)

AOTEA TEAM TROPHY — 1) *San Francisco YC #3* (*Arbitrage*, *Eclipse*, *Navigator*), 5.95 points; 2) *Sausalito YC* (*Gammon*, *Elaine*, *Roeboat*), 5.41; 3) *Berkeley YC* (*Shenanigans*, *Mintaka 4*, *Jeanette*), 5.14; 4) *San Francisco YC #1* (*Yucca*, *Youngster*, *Team Iverson*), 4.47; 5) *Corinthian YC #2* (*Sabertooth*, *Baleineau*, *Smogen III*), 3.63. (10 teams)

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- ☐ Replace Worn Docking Lines
- ☐ Reseal Teak Deck
- ☐ Shine Bright Work
- ☐ Fix Faulty Bilge Pump
- ☐ Wash Down Boat
- ☐ Wax Hull
- ☐ Install New Equipment

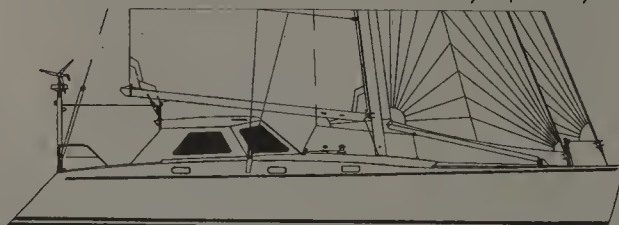
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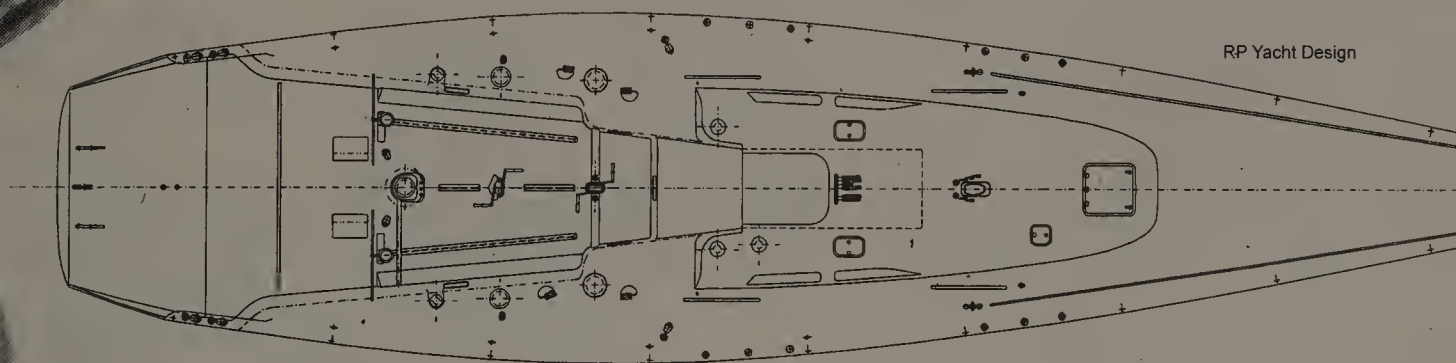
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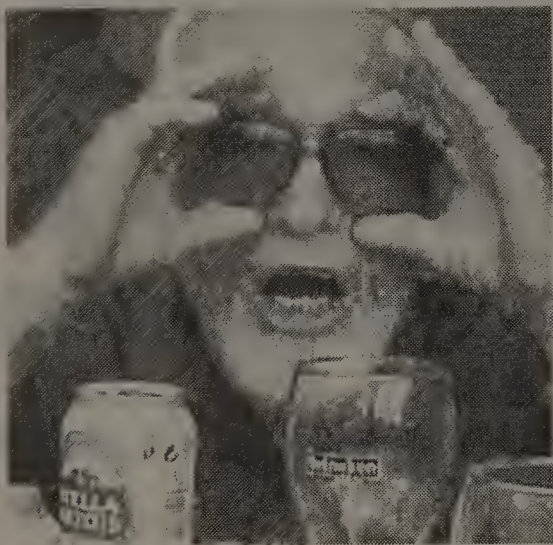
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WHERE'S HARRY?

In January's Cruise Notes, someone asked whatever happened to 84-year-old Harry Heckel who, having already completed one circumnavigation, was having trouble sailing from Japan back to the Pacific Northwest. This recent letter to friends Kirk and Cathi McGeorge of the *Islander 37* Polly Brooks tells about Harry's latest adventure.

On the morning of June 19, 700 miles east of Honshu, Japan, *Idle Queen* was running northeast at good speed before an increasing south-southwest



Where the heck is Harry, anyway? Fear not, Harry seems to know — better than most of us — where he is and where he's going.

wind. The morning weather report from Guam warned of gale winds. At 0830 I streamed a drogue and tied off the tiller. *IQ* ran smoothly under storm jib, quartering the seas and making about two knots. I stood for some time in the companionway marveling at the way the stern rose so abruptly to the challenge of the steep oncoming seas. The afternoon broadcast from Guam reported winds of 45 knots, seas at 19 feet. I went to bed in early evening feeling comfortable and pleased to be making reasonable speed on course.

Late in the evening, my boat suddenly shot up into the trough and rolled down close to 90 degrees. A breaking sea slammed the deck, driving the nested main boom down through the splintered boom gallows and smashing the dodger en route to a crash landing on the fantail. Much of the wooden caprails, port and starboard, were torn loose, and the winch handle in the cockpit was thrown overboard. The rest of the night was rough, roly, and uncomfortable. In the morning I found that the straps tying the towline to the parachute of the drogue had broken. The drogue was commercially made, one size larger than said to be necessary for the boat, and purchased only the year before.

The most distressing damage was my loss of the boom gallows, as it left the tall stanchions, one on each side of the cockpit, without adequate bracing. These stanchions anchor the lifelines and support the steering vane control line and the topping lift. I could not afford to have them damaged, but they were endangered whenever I raised or lowered the main boom. I put a permanent triple reef in the main, and ran guy lines port and starboard to the bow from the aft end of the boom. The process of raising or lowering the boom remained an awkward and stressful process.

I had left Beppu on Japan's Kyushu Island June 1, headed for the West Coast of North America. In the first 11 days at sea, I had already experienced two headwind gales. It looked as if the trip could easily turn into an ophiologist's nightmare. I briefly considered turning back, but was not that sensible.

The passage from Japan was expected to take 60 days to Neah Bay or a few days longer to San Francisco. I stocked the boat for a trip of 90 days. With favorable winds, *IQ* has no trouble making 80 miles per day. Cornell, in *Ocean Routes of the World*, writes, "Fair winds can be expected right across the North Pacific." He adds, "The percentage of gales in the summer months is low, although the occasional depression can pass over bringing stronger winds." In fact, I never found any consistent westerly winds and, according to Coast Guard weather broadcasts, encountered winds of 30 knots or more on nine separate occasions. The weather proved to be a frustrating mixture of light headwinds, gales from any direction, and calms. I traveled the alley along 45°N, plus or minus a few degrees. Highs were consistently north of my position, lows to the south. The two combined to give me easterly winds. On one occasion I tried, unsuccessfully, to get above the high by going as far north as 50 degrees. I did not try to get south of the lows for fear of getting stuck in the stable high-pressure zone. I was becalmed for several days on two occasions.

I was averaging closer to 40 miles per day than the 80 miles I had expected. As the slow days stretched into weeks, I found running through my mind some lines from Edgar Rice Burroughs (sub-

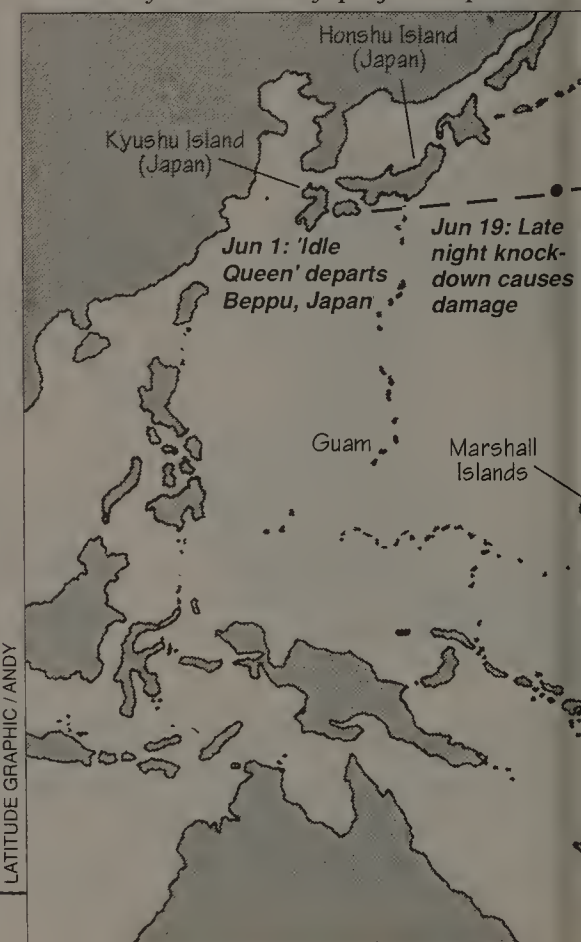
ject to correction): "Serene, I fold my hands and wait; Nor care for wind nor tide nor sea; I rave no more 'gainst time nor fate; For lo my own will come to me."

Or even more frequently some lines (ditto) from Miller's *Columbus*, "Brave Admiral, say what shall we say; If we sight nought but seas at dawn? Why you shall say, at break of day; Sail on, sail on, sail on and on."

Actually, there were many things along the way to give pleasure. In the northern reaches, sea otters often congregated around me, staring up at the boat, pirouetting, and showing off their white bellies. One large whale steamed across my bow, puffing and blowing. Dolphins were in good supply. For the first time I identified Laysan and short-tailed albatrosses, and short-tailed shearwaters. I noted a pair of tropic birds as far north as 40 degrees.

Some interesting books kept me company. E. Annie Proulx gets my vote as the best wordsmith of this generation for the novel *The Shipping News*. If you want to learn about Japan and be highly amused at the same time, get Dave Barry's book, *Dave Barry Does Japan*. It is all true. The original novel of the Napoleonic sea-wars is *Peter Simple*, written by a British captain who was there.

On July 31, with my projected pas-



— IDLE QUEEN'S LONGEST PASSAGE

sage time running out and still 2,225 miles from Neah Bay, I started trying to contact the US Coast Guard by HF radio in order to get my family notified of my whereabouts. The contacts all failed as the distance was too great. Unfortunately, I left the whip antenna upright on the deck and the top half of it came adrift and was lost in bad weather. I was unable to get a jury antenna to work, and I was left with only short-range VHF radio with which to make contact with the outside world.

Some time before my 90 days of supplies ran out, I began to ration food and to use water only for absolute necessities. I was getting hungry; I began to dream of food at night and realized I was getting weaker. I wanted to contact the Coast Guard for possible assistance, but no ships appeared over the horizon to transmit a message for me. I began putting out VHF calls at random times at night: "Anyone within the sound of my voice. . ." At 0245 on the morning of August 31 a voice came back, "This is *BBC Sealand*. We can transmit a message for you." I said the message to the US Coast Guard was in two parts:

- 1) Notify my family of my position and that I was in good health,
- 2) Ask the Coast Guard to arrange a rendezvous with a ship which could sup-

ply me with food and water. At the time, I was 90 days out of Japan and still 1,400 miles from San Francisco. At 0800 the

proved to be a small, neat, clean German container ship.

Capt. Kuenzel spent the rest of the day struggling to get a load of food and water to me: forty liters of water, four huge-size sausages of cold cuts, eight



POLLY BROOKS

next morning the VHF came alive: "This is *BBC Sealand*. We propose to supply you with a month's supply of food and water. What is your position?" We were 12 miles apart in thick fog. They located me on radar when 5.4 miles away. As she appeared out of the fog, *BBC Sealand*

Posing — in better times — with friend Cathi McGeorge, Harry stands beside the Tahiti sloop that has taken him on many bold adventures.

loaves of bread, 750 grams of butter, six packages of ramen noodles, six cans of sweetened condensed milk, fourteen large cans of fruit, one large jar of dehydrated asparagus soup. This load in its crate and with floatation must have weighed 100 kg. Getting it to me was a problem. The wind was too light for me to maneuver under sail, and batteries were too low for me to get the engine started. I learned later I also had a faulty starter switch.

After many attempts to drift the food package down to me, or me to the food package, and two unsuccessful attempts to connect the two vessels by shooting a line across my bow, the captain, in a magnificent display of ship handling, brought *BBC Sealand* so close alongside *Idle Queen* that the food package could be dangled over my fantail. I was not strong enough to bring it on board. One of the ship's muscle men came down a rope ladder, deposited the rescue package on my deck, and hopped back aboard the ship. I ate well from then on and gained weight. I soon found myself walking again instead of crawling around the deck. The food lasted to the end of the trip.

In a strange Victor Hugo-like coincidence, my younger son, driving along the docks in Newark, New Jersey, on his way



WHERE'S HARRY?

to work one day, spotted *BBC Sealand* tied up there unloading cargo. He went aboard the ship, introduced himself, and was warmly welcomed. The next day he repaid some of my debt with a load of donuts for the crew. At the time I was still at sea and nobody there knew where.

The help from *BBC Sealand* did not mark the end of my troubles. As early as June 26 I had started to make repairs to my mainsail and jib. On September 5 the jib was ripped beyond repair. This was not an overwhelming loss since I could get along, albeit more slowly, with the staysail. A little after midnight on September 17, 780 miles from San Francisco, I tacked the boat in strong wind and big seas by jibing it around. Although it was a normal jibe, it was one too many. The mainsail exploded — shredded may be a better word. I was stunned. How was I to get *IQ* into any port without a sail aft of the mast? I lay awake the rest of the night

pondering what to do. Then I remembered that I had stowed away up in the

forepeak a once-repaired spare staysail that had not been in service for 10 years.

In the morning, I cut some slides from the main, attached the staysail hanks, and had a sail of

sorts aft of the mast. It provided much help in going to weather — enough to get me into a port — but not enough to reach my primary goal. By September 25, 715 miles from San Francisco, it became apparent that I could not stay sufficiently north to reach this port through the northeast winds that could be expected from then on. Hawaii was 1,610 miles away, all downwind. It seemed the surest bet, even though winds are notoriously light in October when approaching the Islands. I turned south.

On October 21 at 2130 I arrived several miles to seaward of the Hawaii YC

in Honolulu. I did not have Hawaii charts aboard, but by using the light list given in *Reed's Almanac* and a plotting sheet, I made a chart that had gotten me safely this far. With the lights of Waikiki in front of me, and nearing exhaustion, 142 days out of Japan, I felt drained of ability to move the boat. The Honolulu Coast Guard, recognizing the boat name, raised none of the usual questions, appeared promptly in answer to my call, and did all the work of towing me in and securing me to a dock at the Hawaii YC.

Next May, with new sails and after other repairs, *IQ* will be trying once again for Neah Bay or San Francisco.

— Harry Heckel, Jr.

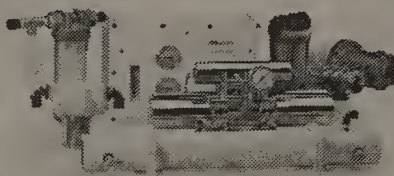
*"Nearing exhaustion,
142 days out of Japan,
I felt drained of ability
to move the boat."*

Note to Harry — We at Latitude have become such fans of your sailing style that if you wouldn't mind, we'd like to help out with a replacement main and jib. They wouldn't be the latest high-tech sails, but excellent used ones from Minney's Marine Surplus in Costa Mesa. Call us with the dimensions and we'll get right on it.

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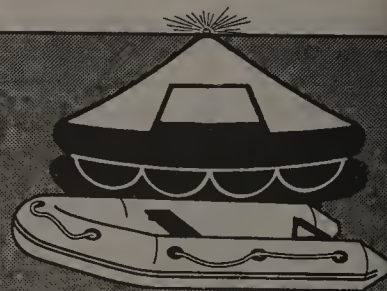
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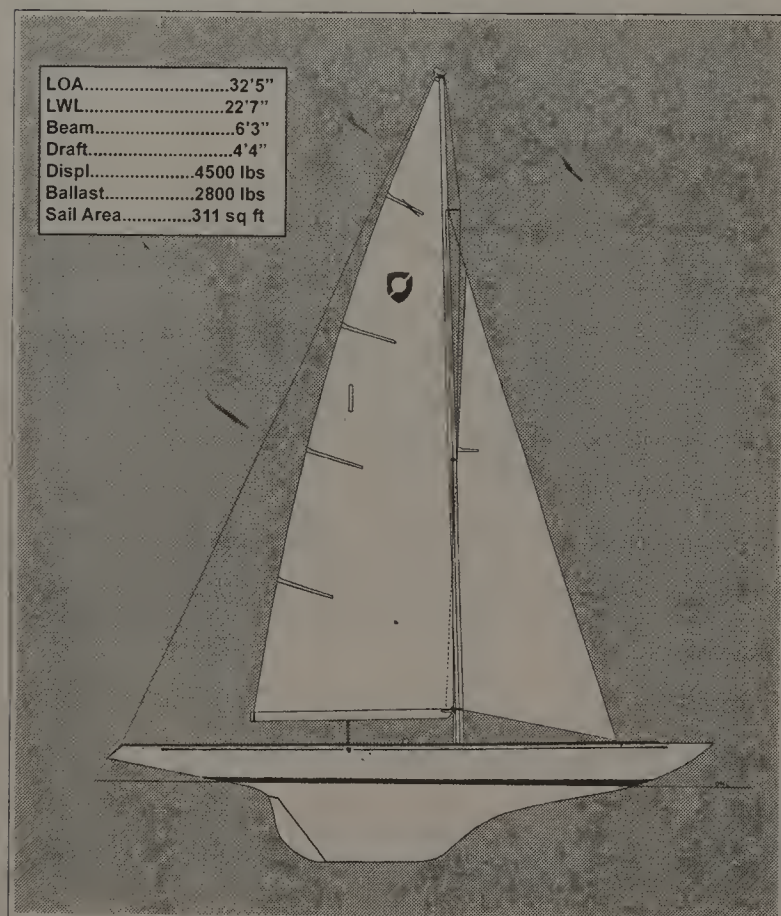
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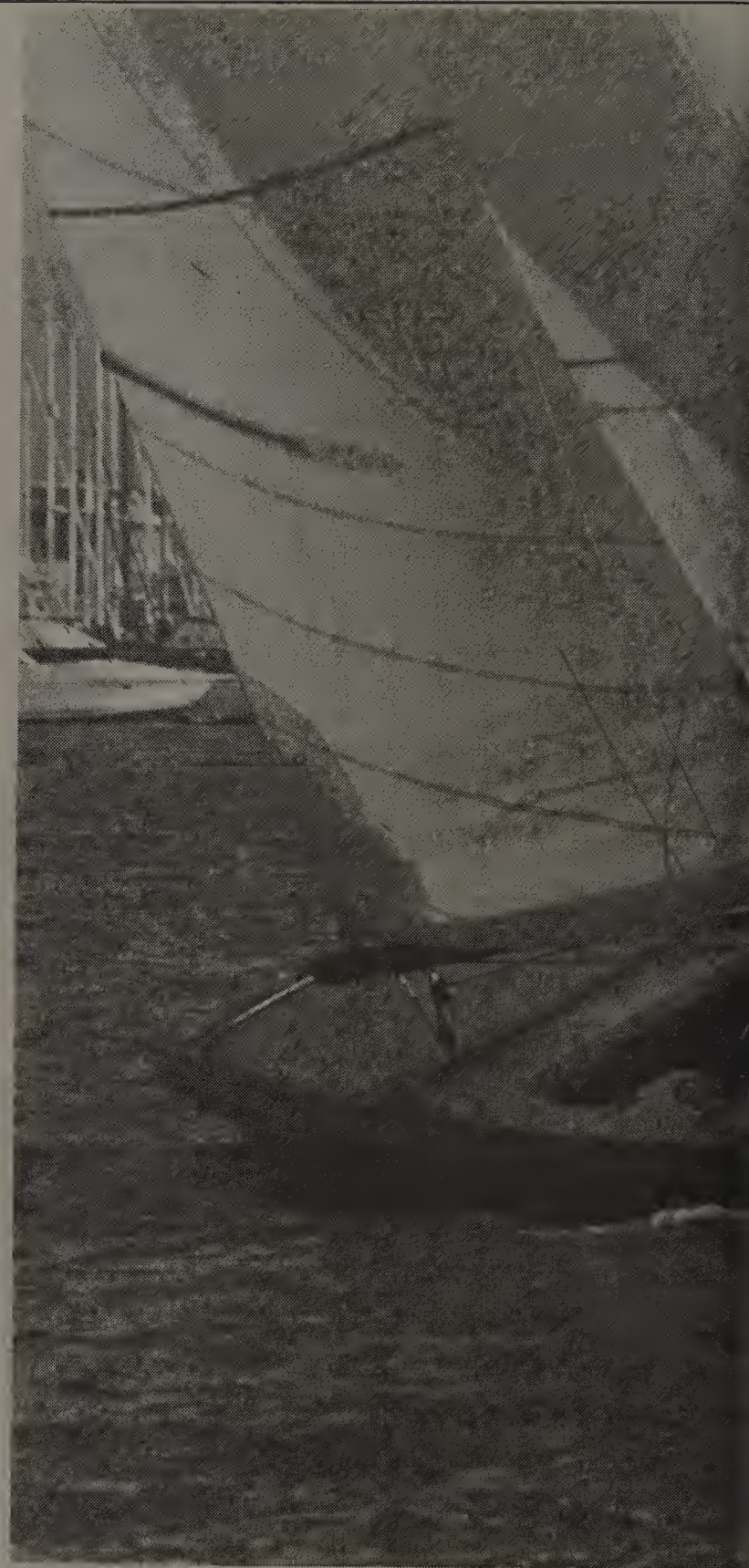
COLUMBIA 5.5

"The Columbia 5.5 Meter is not just another racing sloop. It's a highly sophisticated, delicately balanced craft created for the dedicated racing yachtsman — the man to whom action and excitement mean the sea, the wind and a fine precision instrument skimming the water ahead of the fleet."

With that breathless prose from the original sales brochure, Columbia Yachts introduced their new Columbia 5.5 Meter in 1963. The long and skinny 32.5-footer was originally intended not just as a design racing boat, but as a cheap entry into the big leagues of the International 5.5 Meter Class, a highly refined developmental class which, like the bigger 6 and 12 Meter classes, still exists in Europe today. At the time, International 5.5 Meters were an Olympic class, and the boats were all custom, wood and quite expensive. Columbia recognized an opportunity to standardize the design and mass produce them with a then-new product called 'fiberglass'.

Accordingly, Columbia bought *Carina*, a pretty and apparently quite successful 5.5 Meter designed and built by one Sigurd Herburn of Oslo, Norway. After modifications and updates based on 5.5 World Champion George O'Day's *Minotaur*, Columbia built some molds off *Carina* and began punching out their fiberglass version of a 5.5 Meter. In all, according to the skimpy history on www.columbiayachts.com, "less than 50" of the flush deck Columbia 5.5s were built — though no one sailing in the class has ever heard of any hull number higher than 38.

Certainly by the standards of the '60s, this was a fast and aesthetically pleasing boat — qualities which arguably still apply today. Unfortunately, the International 5.5 Meter class initially banned the strong and light fiberglass boats, leaving the Columbia 5.5 as a relatively expensive orphan. Efforts to market the boat as a fast one design and day sailer proved ineffective, and Columbia — which at the time was the world's largest



fiberglass sailboat manufacturer, producing 14 lines of boats ranging from 22 to 50 feet at their Costa Mesa facility — soon lost interest. To recoup their costs, they threw a cabin and an interior on their 5.5 Meter mold, added more sail area and began hawking the boat as the Sabre, a cruising version of the 5.5. "Between 300 and 400" Sabres were built between 1963 and 1969, after which both the 5.5 and Sabre quietly disappeared from the Columbia lineup.

A dozen or so Columbia 5.5s ended up in the Bay Area, concentrated in Stockton and especially the Oakland Estuary — which 40 years later are still the two hubs of 5.5 activity. The original dealers were Jim Van Dyke in Stockton and Don Durant in Oakland, and many of the first owners bought their boats at the winter boatshow in 1964 for around \$5,000. From the middle

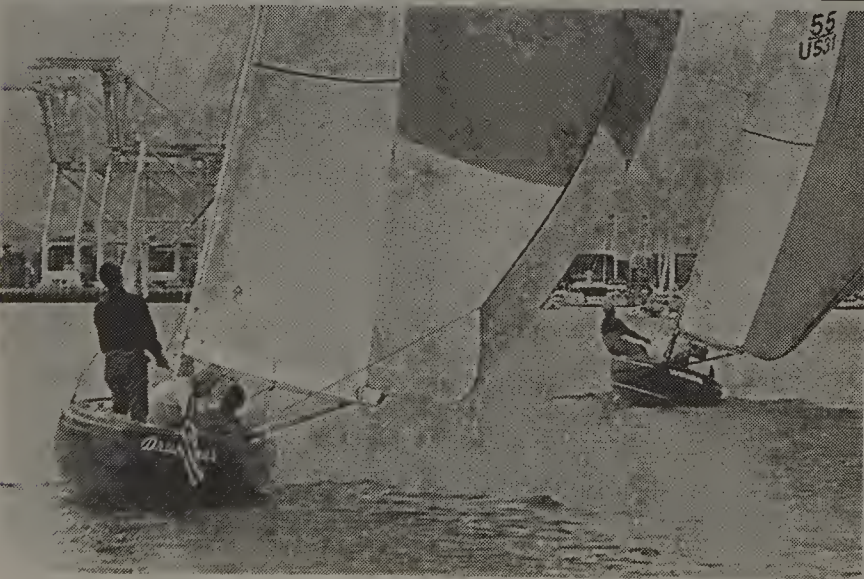


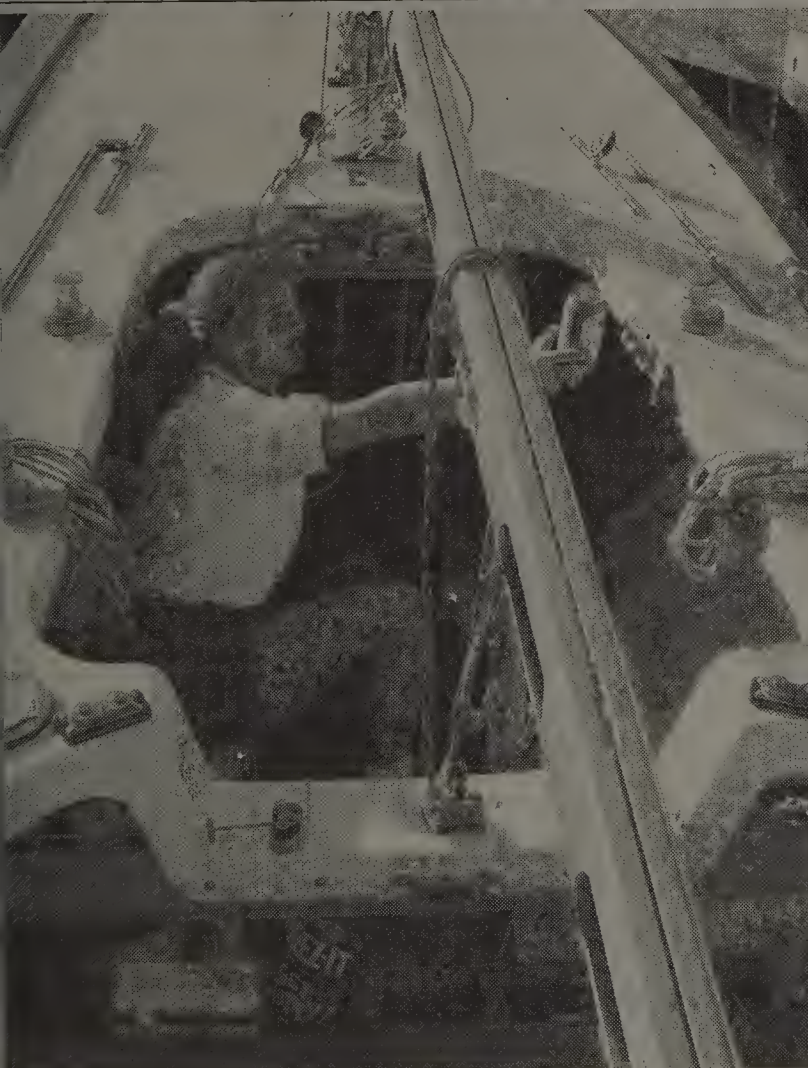
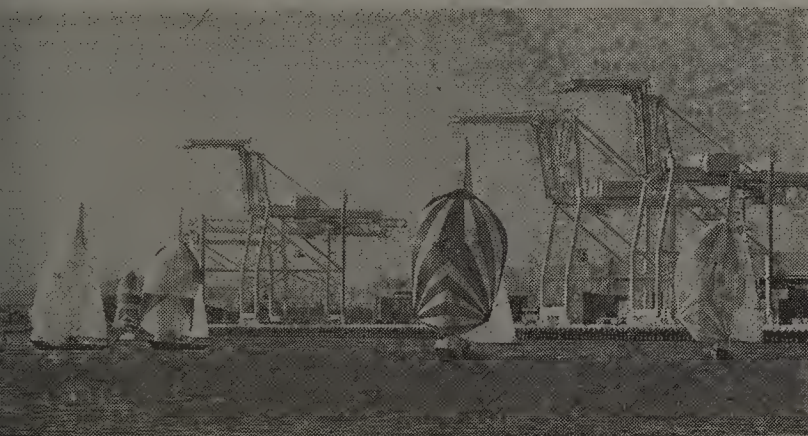
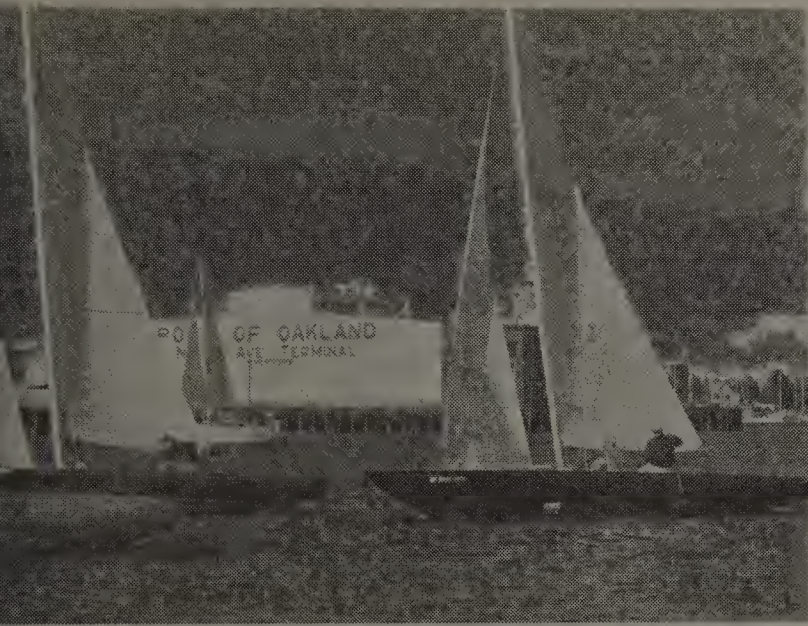
'60s through the early '70s, the 5.5s were a qualified YRA class, though attaining that status was an epic battle due to the boat's non-self-bailing cockpit (several of them sank, which didn't help things). The class routinely fielded up to 10 boats for races on the Cityfront and Berkeley's new Olympic Circle (they carried outboard motors to get there), and lots of excellent sailors dropped in and out of the class. Dick Johnson's *Emancipator* was the boat to beat in the early days, with Don Young and Vern Neff's *Fever* and Vince Lyddane's *Excelsior* also always in the hunt. Early class National Championships were all held in Newport Beach, which had a higher concentration of 5.5s than the Bay.

Columbia 5.5s never became as popular as the IODs — a similar boat that was more Bay-friendly — or a half dozen other

classes of the time, and when Columbia stopped pushing the design, the local class began to unravel. By the mid-'70s, the fleet had evaporated as racers migrated to hotter new designs like the J/24, Etchells, Soling and even the hugely popular Cal 20 and Santana 22 classes. "The 5.5 was a handful downwind, and I think its open cockpit and huge chute intimidated a lot of people," said Neff. "Or maybe it was the Olympic connotation. If Columbia had called the boat something other than a '5.5', it might have been easier to market."

Some of the Columbia 5.5s found good homes, and owners lovingly restored them as vintage daysailers or occasional PHRF racers (the boat does quite well at its 186 rating, especially in moderate air). Others suffered neglect or abuse at the hands of multiple owners. By the '80s, like many other pioneering 'plas-





tic classics', the Columbia 5.5s were collectively starting to circle the drain.

Fast forward to 2003 where, ironically, Columbia 5.5s are probably more popular in the Bay Area now than ever before. This unlikely revival, as near as we can tell, began up at Stockton in the late '80s when Jim Coddington, who still owns *Top Gun*, and Bob Doctor began buying cheap 5.5s from up and down the West Coast. They fixed them up and sold them to their friends at cost, and the fleet began to form again.

The Alameda rebirth came in the mid-'90s, when Mike Jackson brought *Wings* down from Stockton and began sailing on the Estuary. Marina Village harbormaster Alan Weaver, who grew up in Stockton and had fond memories of sailing 5.5s there in the late '60s, re-caught the bug soon after. Weaver and partner Warren Sankey bought a derelict 5.5 in Santa Cruz for a song, which Sankey restored into the current fleet champion, *Drummer*. Meanwhile, Weaver worked tirelessly on building up the class, which now boasts eight or nine boats on the Estuary and a similar number in Stockton (some, like Chris and Karri Shepherd's *Bandit* migrate seasonally). "Alan is the driving force behind the fleet," said Chris. "He's basically the reason the Columbia 5.5 class exists again."

"The first boat I ever raced on was a Columbia 5.5," explained Weaver, "and I've been in love with them ever since. They're graceful, stable and pretty easy to sail — the kind of boat you can jump on after work for a quick sail. With the big keel you don't have to hike, even while you're racing! Plus, they're cheap — good used ones go for between \$6,000 and \$9,000, and you only need three sails. Sure, you can pour a lot of money into one — a few owners probably have \$30,000 in their boats — but they still all sail about the same speed. In fact, one of the best things about the 5.5s is that there's no magic way to jump up performance. It's really tactical racing, and almost always comes back to who sails best."

Other players in the Estuary comeback include well-known big boat sailors Chris Corlett (*Jaguar*), Jim Graham (*Cheater*), Pat Nolan (*Arrow*), Mike Taylor (*Kpachbin*, aka "The Russian boat") and UK Sails purveyor Bill Colombo (*Maveric*). Also of note are partners Richard Humphreys and Bill Jarvis, who completely restored *Impatient* and are halfway through restoring another, as-yet unnamed, 5.5.

The 5.5s maintain a loose race schedule, primarily several midwinters and beer can series on the Estuary, a spring series in Stockton, and random regattas like the Plastic Classic or Frank's Tract as the whim strikes them. The biggest event in recent years was the 2001 Nationals, the first such gathering in over 20 years. That regatta attracted the best nine boats — four from the Estuary, five from Stockton — to a five-race series on the San Joaquin River near Bruno's Island. *Drummer* — sailed by Sankey, Weaver and driver Adam Sadeg — won, and then defended their title in 2002. The 2003 5.5 Nationals will occur on March 15-16, hosted by Alameda YC on the Oakland Estuary.

Against all odds, the Columbia 5.5 not only continues to live on, but has achieved cult-like status in Stockton and on the Estuary. "I can't entirely explain it," claimed Weaver. "They're just cool boats, in a retro-chic kind of way."

— latitude/rkm

Ed. note — For more information on Columbia 5.5s, contact Alan Weaver at (510) 521-0905, or weaveralan@msn.com. Be careful, he may try to sell you one!

BRUCE SCHWAB

The 2002-'03 Around Alone fleet is currently in Tauranga, New Zealand. That's a bit more than halfway around the race course in this five-leg, 27,000-mile singlehanded round-the-world race that started in New York last September 15. The just-completed Leg 3 was the second-longest of the race, a 7,125-mile run from Cape Town to Tauranga, and the fleet's first foray into the Southern Ocean. Ironically, the worst weather the fleet has experienced was the last few hundred miles to the finish. For all Class I boats and the Class II leader, the homestretch down the east coast of New Zealand's North Island was a beat against gale force winds and huge seas.

In the four months since the start, two of the 13 starters have dropped out — Class I's Patrick de Radigues due to sponsor commitments after Leg 1, and, in Class II, John Dennis on the 40-ft *Bayer Ascensia* during Leg 3. Dennis, at 57 the 'old man' of this edition of Around Alone (formerly the BOC), had gear problems soon after the December 14 start of Leg 3 and had to return to Cape Town. Unable to make repairs and complete the leg by the Leg 4 start on February 9, he regretfully retired just before Christmas. That leaves 11 boats still in the race, six in Class I (60 footers) and five in Class II (40-50 footers).

Both classes have been dominated by veteran Open-class singlehanders. In Class I, Switzerland's Bernard Stamm has won all three legs convincingly — although three-time second placer Thierry Dubois on *Solidaires* has not been far behind. In Class II, Southern California's Brad Van Liew on the 50-ft *Tommy Hilfiger Freedom America* has so dominated that division that he's finished every leg up with — and sometimes ahead of — the tail-end 60s. The rest of Class II sails a whole different race in completely different weather, and doesn't start to arrive for three, four or (in Leg 3) five days later. (For the latest on the race, log onto www.aroundalone.com.)

Our focus this month is not on the top boats, but the never-say-die effort of Bay Area Class I entry Bruce Schwab. Regular readers and local sailors will know Bruce as the local rigger and long-time local racer who launched the *Made In America* campaign back in 2000. Tom Wylie designed him a water-ballasted

Open 60. The boat was built at Schooner Creek Boat Works in Oregon and launched in the spring of 2001. As such,

Ocean Planet represents the first ever Around Alone boat designed, built and sailed by West Coasters.

Lacking the big-bucks title sponsorship of the other Class I syndi-

cates, Bruce has continued to depend on grassroots support. And he never misses a chance to 'plug' his sponsors and individual supporters. The reality, however, is a program that is deeply in debt, and the frustration of knowing *Ocean Planet* could be more competitive if the bucks were there. (Even at sea, in between stints on deck, he's often on the phone making decisions on what bills to pay and which to put off for another cycle.)

But his next-to-last placings in each of the first three legs tell only part of the story. Call it the school of hard knocks, the education of a solo racer or baptism by fire — Bruce is out there. He's running with the big dogs. And he's more than halfway around the world. You can't help but admire perseverance like that.

When *Ocean Planet* makes port, Schwab doesn't have the luxury of flying home for a week or two like his fully-sponsored peers while his shore crew readies the boat for the next leg. In fact, he barely has time for a full night's sleep before it's time to go to work finding more money and fixing the boat for the next round. (Damage so far in the race includes a broken boom in Leg 1, failed roller furling in Leg 2 and a blown valve that rendered his starboard ballast tank unusable for most of Leg 3.)

We caught up with Bruce by sat phone a few days after he arrived in Tauranga. At first we thought the connection wasn't very good, as it sounded like several people on the line. We finally realized it was Bruce trying to talk to us and a boatyard guy at the same time, which seemed like an appropriate place to start our conversation.

What's going on? Hope we're not interrupting anything!

No, no. Brad and I are wheeling and dealing with the boatyard down here to haul our boats. Since we're so deep they

"Sometimes when I'm out here I think, 'This is just insane.'"

Momentarily becalmed a few miles from the finish line, Bruce gave interviews and even played guitar for the press and spectator boats who came out to greet him. A veteran of several TransPacs (including a Singlehanded TransPac in 1996) and countless local offshore races, Schwab admits to feeling like a rookie next to many of his competitors in Around Alone.

— EDUCATION OF A SOLO RACER



can only do it in a pretty narrow high-tide slot and we're trying to arrange to get both boats out at the same time. Otherwise, one of us will have to wait.

What's on the work schedule?

We have a broken vang to repair, and my relief valve for the starboard ballast tank blew out, which left me without the starboard tank for most of the leg. Those are the big things. Lots of small ones. If I have the time, I'd like to make some improvements to the boat.

Such as?

Well, one of them is to give her more volume forward. Right now, when I plow into a wave, I get an awful lot of water coming over the deck and cabin and crashing into the cockpit.

The big sponsored teams have their own 'ground crews.' Who helps you when you're in port?

That's one of the most amazing aspects of this whole experience to me. People just show up. Some of them are locals who have read about us. Others are cruisers who know about me. Some are Bay Area sailors down here on their own boats — Tom and Lynn Petty on *Roxanne* and Keith and Susan Levy on the Catalina 47 *C'est la Vie*. Ann Woodruff, who I did some rigging for in the Bay Area, is now a doctor here in New Zealand. She's done a lot of organizing for me, completely on her own initiative. Wendy Hinman and Garth Wilcox of Seattle are out in the anchorage on their Wylie 31 *Velella* and row in every morning to help out. I get to the dock in the morning and there's a whole crew here, ready to go to work.

Where are you staying?

Race organizers arrange for us to stay in local homes. I'm staying with a local guy who runs a discount travel club. He's so enthused about the race that he's got all sorts of tie-ins and contests going for us. So on arrival we all got baskets and baskets of goodies — wine, chocolate, gift certificates. I've got \$30 gift certificates for just about every restaurant in Tauranga.

So is Tauranga your 'best stop'?

"I wouldn't say that. Each stop is different. In New Zealand, everyone — everyone — seems to know about us. The race is so well publicized, and the people are so aware and enthused about it that it's almost overwhelming. All of us are constantly getting invitations to dinner or speaking engagements, that sort of thing. We were all told Tauranga was going to be like this — the commodore of the local yacht club actually came to Cape Town to meet with us before we left — but it's still pretty amazing.

BRUCE SCHWAB — EDUCATION

But no one can match the personal touch of the Brits. When we were in Torbay, England, people wanted to give you everything. They were coming by all the time giving me money and wishing me well. In Cape Town, everyone who came aboard wanted to help. Even the kids came aboard wanting to do something. When we were there, I stayed at the home of Glen Langston. The Race organizers didn't know about him. He just emailed me one day and offered his home, which turned out to be a beautiful place with a view of the whole Bay.

Tell us a bit about the last two days of this Leg, when you were able to sneak by Emma Richards.

Emma and I had both had some damage. She had blown out her mainsail. She'd sewed it up, but was sailing most of the time with a third reef. When we rounded the North Cape, it was really windy with big seas. The boat was really pounding and I thought I could make some gains by going in close to the beach for current relief and to play the starboard tack lifts — just like sailing the Cityfront except I didn't know where all the rocks were (laughs). Of course, the autopilot couldn't steer in there, so I stayed up all night sailing the boat, tacking in phase with the shifts. It was a lot of work, but it paid off. When we converged at the last point, I was about 100 yards ahead of her.

Most of the next day we sailed in very light air, where *Ocean Planet* is really lethal. Emma raised her full main to try to catch me, even though it was damaged. The following night, the last night, I fudged back in toward shore and caught a light offshore breeze that I was able to carry to within about an hour of the finish, where the wind died completely. A small flotilla of boats came out to greet me. They took pictures and did interviews. I even played guitar for them while we were waiting. She and Brad missed that offshore breeze. I finished two and a half hours in front of Emma, and Brad finished about two hours after that.

Tell us a bit about life aboard *Ocean Planet*. Do you get lonely?

I wouldn't say lonely as much as homesick. I miss my house, my cats, my girlfriend Jeannie. I wouldn't say I'm really lonely because I talk to her and the other racers every day. But I've only been home for one week since last February, and I've only seen Jeannie twice since then — once in Antigua and once in New York. Kevin Flanagan, our biggest supporter and the one who got to name *Ocean Planet*, is flying Jeannie to New Zealand as sort of a late Christmas

AROUND ALONE STANDINGS* (through Leg III)

Boat	Skipper	Country	Points (points per leg)
CLASS I (60 feet)			
1. <i>Bobst Group — Armor Lux</i>	Bernard Stamm	Switzerland	30 (10,10,10)
2. <i>Solidaires</i>	Thierry Dubois	France	27 (9,9,9)
3. <i>Pindar</i>	Emma Richards	Great Britain	20 (7,8,5)
4. <i>Hexagon</i>	Graham Dalton	New Zealand	19 (4,7,8)
5. <i>Tiscali</i>	Simone Bianchetti	Italy	18 (6,5,7)
6. <i>Ocean Planet</i>	Bruce Schwab	USA	17 (5,6,6)
CLASS II (40-50 feet)			
1. <i>Tommy Hilfiger Freedom America</i>	Brad Van Liew	USA	30 (10,10,10)
2. <i>Everest Horizontal</i>	Tim Kent	Canada	26 (8,9,9)
3. <i>Spirit of Canada</i>	Derek Hatfield	Canada	25 (9,8,8)**
4. <i>Spirit of Yukon</i>	Kojiro Shiraishi	Japan	20 (6,7,7)**
5. <i>BTC Velocity</i>	Alan Paris	Bermuda	16 (5,5,6)**

* 10 points awarded for win, 9 for second, 8 for third, etc.

**40-ft boat. Others in Class II are 50 feet.

present to us. When she gets here next week, I'll try to take a few days off.

How about food? When we interviewed Brad Van Liew after the last Around Alone, he mentioned that he lost 20 pounds a leg. What about you?

Well, I can tell you Brad's looking pretty slim and trim again. But I don't think I've lost any weight. I eat a lot. I carry lots of dried fruit, pasta, nuts, mashed potatoes, olive oil, parmesan. A lot of guys have very planned-out meals and diets. I just kind of wing it.

I've also become hooked on Prometan Energy Bars. These are put together by Mariners Vitamins, one of my sponsors. Bela Balogh founded the company down in San Leandro and he created these bars just for me! They're made of all natural stuff. I've gotten so hooked on them that I actually have to ration them — I ate the last one an hour before the finish! Fortunately, he's sending down more for the next leg.

How's the boat holding up and, more importantly, do you still think this is the right horse for the course?

First I should point out that this boat was not built for this race. It was built for the Vendee Globe, which is the non-stop, singlehanded race around the world. The nature of the boats is different in this one — you can sail riskier because you can make repairs at the end of each leg. Even Bernard Stamm, who is sailing an amazing race, is having problems. He started de-lamming at the end and his rudder was falling off.

Structurally, *Ocean Planet* is really tough and is holding up fine. Performance-wise, we're very good upwind, in light air, and going deep downwind —

with no shrouds I can get the boom way farther out than anyone else! Power reaching, we're probably one and a half to two knots slower than the other 60s. If I had the time and resources, I could remedy some of that, but — bang for the buck — I could not do better than this boat.

Is the Southern Ocean different than you imagined?

It's pretty much like the brochures. You get these giant swells coming at you, and every few hours, a breaker will slam the boat down. It will really hit you hard; there'll be white water all over the boat. Then it's gone, the autopilot recovers and you put stuff away that's fallen all over the floor. A couple or three hours later, it happens again. It happens to everybody two, three, four times a day. It's just a fact of life.

What's the worst conditions you've encountered so far?

Getting from the North Cape down here. Big waves, like on the Potato Patch, but closer together. My autopilot is awesome, but I had to hand-steer in those waves or be totally airborne. I remember thinking, "If this is summer, what on earth is it like here in the winter?"

The strongest winds I had were half-way across the Tasman Sea. You can see these big fronts coming up at you. But what you can't see are these little lows that are sort of embedded in the fronts. I had my own personal little bomb. I had three reefs in when the barometer went down to 996 or 997. The wind started blowing harder and harder. I decide to take the main all the way down, but it was blowing so hard that I had to climb up, attach a line to a batten car and



Bruce and Class II winner Brad Van Liew compare notes often, both on and off the water.

winch the main down, batten by batten. The boat was rolling so hard that the boom was in the water more than out.

At one point I was sitting on the mast and looked out to see what looked like smoke blowing off the waves. I thought to myself, "So that's the spindrift I've read about. Okay, I guess it's blowing hard now."

When I finally got the main down and secured and got back on course, the boat was doing 15 knots with bare poles. It was blowing at least 50.

15 knots with no sails up? That's pretty good. What was your highest speed and best 24-hour run?

A couple of times on the side of a wave the speedo hit 28 or 29. According to the GPS, we sustained 24 a few times, although it has a hard time keeping up with the speed spikes. Several times we were able to sit on 18, 19 or 20 for a while. There's a lot of water coming down the deck then.

My 24-hour times? Honestly, I have no idea. I do my plots in 8-hour increments, when I check how I'm doing against the other boats. I've never added up my 24-hour runs.

How about your scariest time? Ever feared for your life?

Once. In a squall during the second leg. The squall wasn't so bad, but my heavy reacher on the lower fractional half-yard started unrolling on the top. We were going really fast, but I had to get it down. Every time I'd try, I'd get hit by a

wall of water and sometimes get washed back to the mast. I ended up not using that furling system again, which set me back performance-wise. One of the things I'm doing here in New Zealand is trying to improve that system.

You're now more than halfway around the world. With what you know now, would you do this again?

Sometimes when I'm out here, I think, "This is just insane." But yeah, I want to do the Vendee. But in a competitive format. If I'm not able to raise the money to be competitive, I don't think I would do it just to say I did it. I'm a hungry guy. I want to race.

I'm still the greenhorn here. There's no doubt that the guys who have done this before have a big advantage. But I'm a quick learner and lifelong sailor and rigger. I know the things we have to do to the boat to be more competitive. But convincing sponsors of that is as big a challenge as doing the race.

Has this race changed you? Will you come back here a different person?

Well, don't ask me why, but I don't get seasick anymore (laughs)! Seriously, I wonder sometimes if I'll be different when this is over. I could be changing, but right now I'm too busy to think about it much. Maybe only people that really know me well will be able to tell.

What's your financial situation?

Since the beginning of *Made In America*, we've raised more than a million dollars. Right now, we're about \$275,000 in debt. One of our gracious donors gave us another loan to get us to Brazil. Actually, most boats here, includ-

ing the top programs, are in need of money — although they're certainly closer to their budgets than I am. I'm way underneath ours, and I'm not winning. But some amazing people are sticking with me and enough donations keep coming in to keep us going. I really want to put together a top placing in one of the last legs to show it's for real.

Final question: You know the saying, "If you can sail the Gulf of the Farallones, you can sail anywhere in the world?" True or false?

That's true, but when it's really nasty in the Gulf of the Farallones, people tend not to go out there. In this race, it gets really nasty and, well, there you are. The Southern Ocean also wears you down mentally. You're constantly thinking, "If I hit something at this speed, it's really going to be a car wreck." I definitely sleep with my feet forward.

— latitude/jr

Those interested in following Schwab's progress can do so online at www.oceanplanet.org. Information on sponsorship and donations can be found there, along with often daily updates from Bruce. If you choose to patronize any of Ocean Planet's sponsors (some of whom donate part of their sales proceeds to Schwab's campaign), Bruce asks that you drop his name. "It's important for American companies to see that supporting sailing is a good thing to do," he says. "So if you buy from Samson Ropes, tell them you appreciate their supporting us."

There are two more legs in this year's Around Alone Race. Leg IV, at 7,850 miles the longest, goes from Tauranga to Salvador, Brazil. The fifth and final leg goes from Brazil back to New York. The first finishers will start arriving back in the Big Apple in late April.

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NO LAUGHS FOR GERONIMO

As we surveyed our 'competitors' shortly after the start of the 2002 Baja Ha-Ha cruising rally, we were feeling pretty proud of ourselves. Unlike some of the heavily-laden boats in the fleet, we'd kept *Geronimo*, our Lancer 30, light and fast, and as a result we figured we'd beat most of them to the event's first stop at Turtle Bay. Little did we know at the time, but we were in for a big surprise.

We made good southward progress during the first 24 hours, and on the morning of Day Two, my crewman, Lee Tussing, and I could be seen ripping right along under full main and a 1.5 oz. spinaker. By early afternoon, though, the combination of the 5-foot seas and our boat speed proved too much for our ST 4000 Autohelm, so we switched to hand steering.

We were happily surfing down waves and going well past boat speed when suddenly disaster struck. One minute we were in control, and the next minute the boat did a radical round up, the kite back winded, and we heard the crunching sound of the deck compressing and a shock from underneath the boat.

Lee yelled, "Grab the wheel! I'll get the kite!" I turned the wheel, but got no response. When I tried a second time, I felt something give and when I glanced over the side, there was our spade rudder, floating right alongside the boat. The rudder stock had broken off right where it entered the hull. We turned the engine on to maintain some seaway, Lee got the kite down and I went down below to send out a *mayday* — my first in 20 years of sailing.

While the rest of the Ha-Ha fleet was closing in on Turtle Bay, Mike and Lee were waylaid in Colenet Bay. 'Kirasaw' lies in the background.

for our lat/long and about the nature of the distress. Almost immediately a vessel entering the bay 10 miles inshore from our position heard the call and responded to both us and the Coast Guard that they would come to our rescue.

We next tried to snag the rudder, but without steerage and using just a little fishing net, the task proved impossible. We both knew that without the rudder, we were completely toast, so I decided to go overboard with my dive gear and wetsuit — an idea Lee was less than enthusiastic about. Before I got suited up, though, the good Samaritans aboard the 50-ft motorsailer *Kirasaw* arrived on scene. Thankfully, the skipper's wife managed to get the runaway rudder on board with the aid of a big fishing net.

Next came the problem of towing a fin-keel boat without a rudder — not an easy thing to do. *Geronimo* snaked back and forth so radically that we soon abandoned the idea, attempting instead to side tie using huge fenders. But due to the radically-different floating characteristics of the two hulls in the 4- to 8-foot seas, we found ourselves bashing together dangerously. So we went back to the towing option, but this time with *Geronimo* dragging the torn halves of her spinnaker astern for stability. This reduced the surging to at least a controllable level, and allowed us to eventually limp into Colenet Bay, an inconspicuous indentation in the Baja coastline.

We immediately inflated our dinghy and rowed over to *Kirasaw* to give them the best bottle of wine we had on board and thank them profusely for the res-

cue. (On reflection, not bringing along an outboard because of the extra weight was not the best idea we ever had.)

I first hailed the Ha-Ha fleet channel but got no response, then switched to 16 and tried again. This time Coast Guard San Diego answered, asking us

The next morning we checked in with

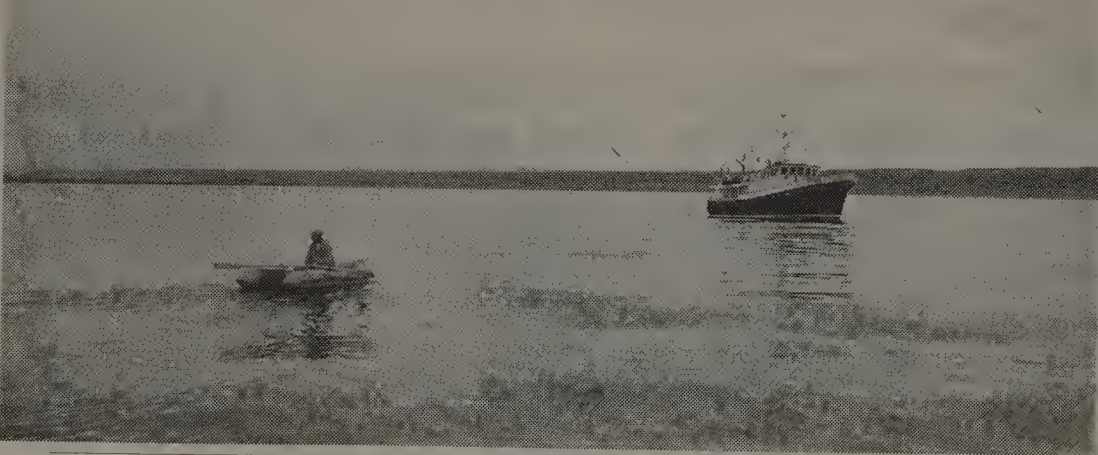
the Ha-Ha net, letting them know where we were, and I called my friend Clay Prescott at ABC Yachts for any advice he might have. He referred me to Baja Naval in Ensenada, and the advice of the folks there was to get a sea tow to Ensenada, then have a new rudder made in San Diego and have it installed there at Baja Naval. But that option didn't look particularly viable after our experience with the 8-mile tow into Colenet Bay.

The skipper of the *Kirasaw* launched his dinghy and towed us further in to the bay — still a good mile off the beach — where we set two anchors, thanked him again and watched him sail off for Turtle Bay. And there we sat, in the middle of nowhere, with a broken rudder and only some very rudimentary tools.

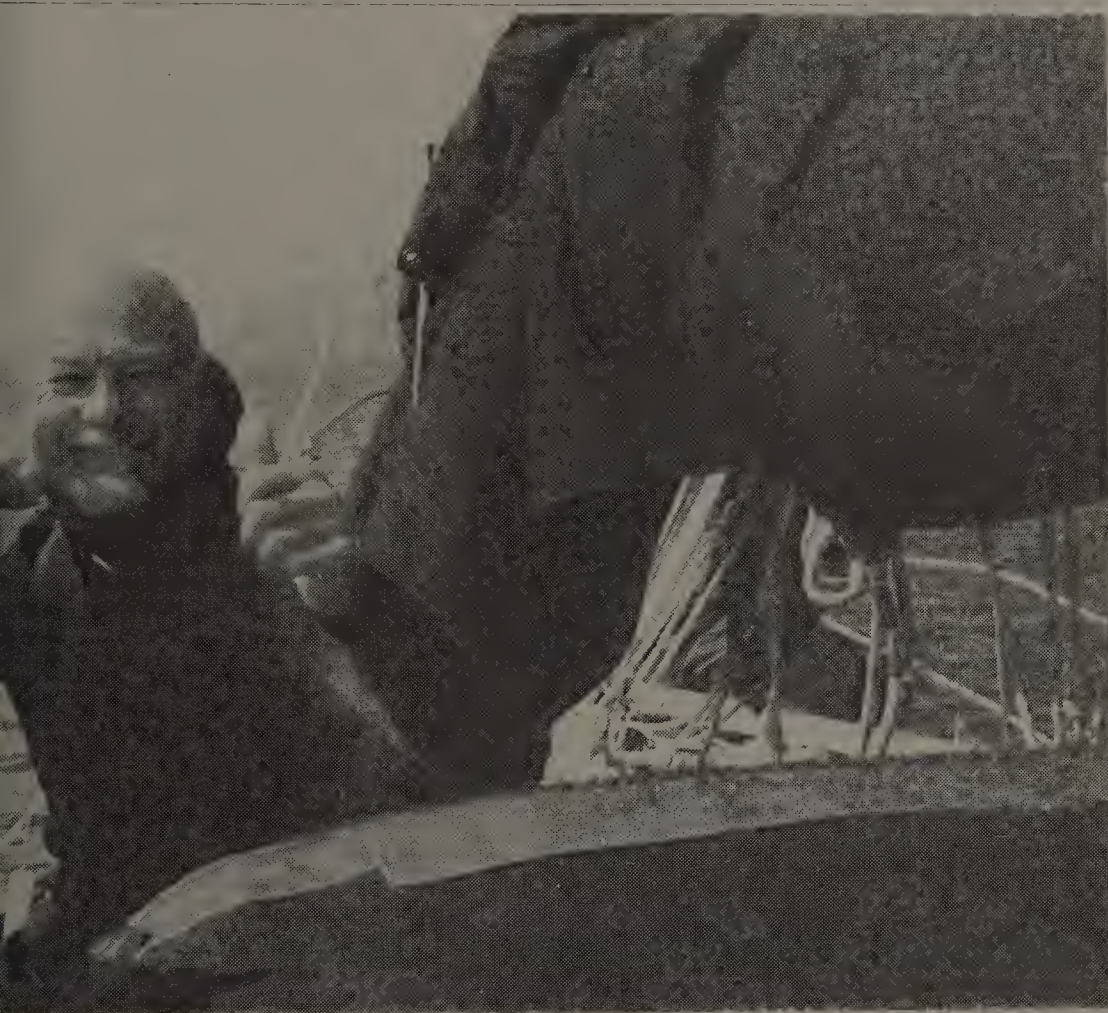
Our first task was to get the remaining portion of the rudder stock out of the boat, which was quite a chore, since the steering quadrant that was attached to it was made of cast aluminum and the bolts and rudder stock were stainless steel — you could probably charge a flashlight with the amount of electrolysis that goes on there.

After about three hours of effort it became obvious that we needed some more tools. We thought a 1/2" box-end wrench

ALL PHOTOS: GERONIMO



— A BROKEN RUDDER ORDEAL



Sammy (left), the Good Samaritan, and the author celebrate a moment of victory during the exasperating repair process.

and a hacksaw might do the trick. So, off we went to shore, with the rudder in the dinghy, rowing for about a mile to the landing area that the local fishermen were using to launch their boats. We pled our case in Spanglish as best we could, but at first we didn't get a very warm reception. We did learn that an American lived in the little shack on the beach and had lots of tools, but he was gone that day and the fishermen had none.

We'd been standing around helplessly for a while, when a guy nicknamed Sammy told us to wait a while. He drove off and soon came back with a new hacksaw and a 1/2" box-end wrench.

As we got ready to row back to the boat, he even offered to launch his fishing boat and tow us back to *Geronimo*. Once there, he hung around to see the nature of the problem. Off came the bolts, but not the quadrant. Sammy, Lee and I looked at one another and agreed that the only thing we could do was cut the quadrant out of the boat. So Sammy took off and Lee and I started in shifts, cutting through a 1/4"-thick stainless steel rudder stock above and below the quadrant, to get it out of the boat. Our thinking was that once we got the quadrant out of the boat, we would try to find

a machine shop someplace that could manufacture an insert to slide inside the rudder stock. After hours of sawing, we finally completed the task.

Over dinner and a glass of wine we planned our 'best case scenario' for the next day. The plan was to catch a ride to town, find a machine shop, make an insert and weld the rudder back together. Then, we'd hunt down a good meal, find a bar for some tequila and a hotel with a shower. Sammy had told us he would meet us on shore in the morning and see what he could do to help.

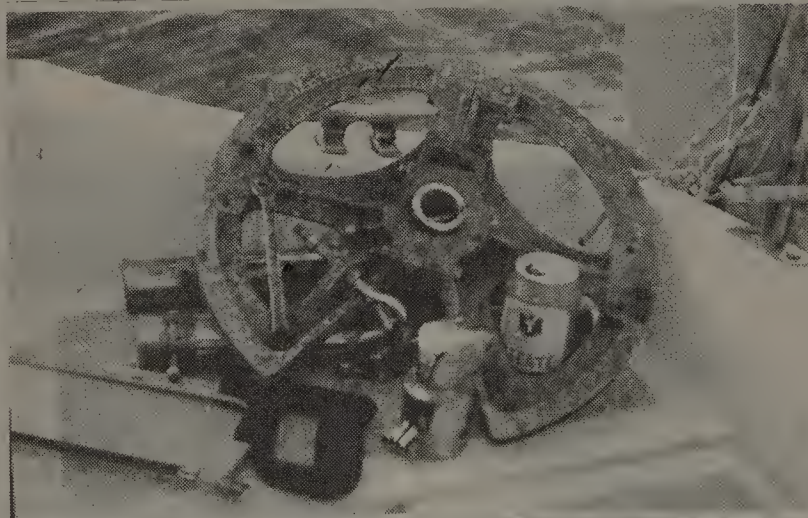
Sammy's VHF call came at 0500 the next day — boy these folks get up early. After the long row ashore through the surf, Sammy took us to the "surfer dude's shack." There we were introduced to Kiel (the surfer dude), a semi-retired electrician from San Diego, who is in his mid-to-late 40s. In his 'shack', Kiel has a complete workshop with a vise, tools, torches . . . even hot coffee. As we layed out the three pieces of the rudder stock,

the middle of which had the quadrant firmly attached, Sammy asked what, exactly, was the problem and what did I think was the solution. I explained that we had to somehow put an insert through the three parts of the rudder stock and into the rudder, weld the pieces together and reattach the quadrant. At that point Sammy disappeared with one piece of the rudder stock and the rest of us began trying to take apart the quadrant. After four hours with a torch, WD-40 and a lot of banging, we finally succeeded.

About that time, Sammy miraculously arrived with a 5-foot length of stainless steel tubing, freshly milled. Beaming with pride, he demonstrated how the rudder stock slid perfectly over the tubing. Lee and I were amazed by our good fortune, especially since Sammy never asked for a bit of money even after arriving with the insert material.

The next challenge was to weld the thing back together and drill the holes for the quadrant and the emergency tiller. "No problem," said Kiel. "The local welder will be in at 1400 from fishing." We looked around and thought, "Hmmm. No electricity. It's going to be a bit difficult to weld stainless out here in the middle of nowhere." But the gods were truly smiling on us, as Kiel rolled out a portable arch welding system replete with gas generator. A short while later the welder arrived and proceeded to do a better job than I have ever seen done in a professional yard. By 1600 the job was finished, complete with the holes drilled through what was now practically a

Due to electrolysis, the quadrant was virtually 'welded' in place. Mike and Lee had to hacksaw through the rudder stock to free it.



solid-steel rudder stock.

But we realized that we should really glass in the top of the stock to keep the water out of the foam core. "Not a prob

NO LAUGHS FOR GERONIMO

lem," says Kiel. "I make surfboards on the side, and I just happen to have some extra foam core as well as glass matting and resin." He proceeded to cut a piece of foam perfectly to fit the top of the rudder, then laid the layers of glass matting, and resined the whole thing. By 1800 the rudder was ready to put back in the boat — amazing, to say the least. You would be hard pressed to get that done in a stateside yard. The only thing left on our agenda was to go to town, buy dinner for Kiel and find a place to get a hot shower and a bed. We did all that, and were asleep by 8 p.m.

The next morning Sammy arrived right on cue at 0500 to take us back to the beach and, once there, we hitched a ride back to *Geronimo* with a *panga*. Since we were anchored in about 30 feet of water, we were a bit concerned about dropping the rudder, thinking it would probably sink like a stone. But much to our surprise, it floated, although upside down, unfortunately. Try as we might, we could not get the rudder stock to point up and into the boat.

I had just about had it and was ready to call it quits when Sammy arrived, hav-

ing checked and emptied his crab pots. We had already reimbursed him for the stainless stock and had given him an-

We got down on the dock and French kissed it — really!

other \$100 for his efforts, but he just wanted to see if we would succeed. When he saw the frustration we were having, he had his companion in the *panga* put him alongside *Geronimo*, then jumped in and literally pushed Lee aside and took charge. Within minutes he borrowed my diving weight belt, tied it to the rudder and threw it over the side. Bingo! With negative buoyancy, she slipped easily up into the rudder tube. This guy was amazing! Simple thanks were not enough, so we raided our liquor cabinet, gave him a bottle of tequila and another big thank

you. He was not about to let us fail.

We spent the rest of the day, reinstalling the quadrant, putting the boat back in order and preparing to get back underway. Having lost three days now, Lee was running out of vacation time, so we decided to head back to San Diego.

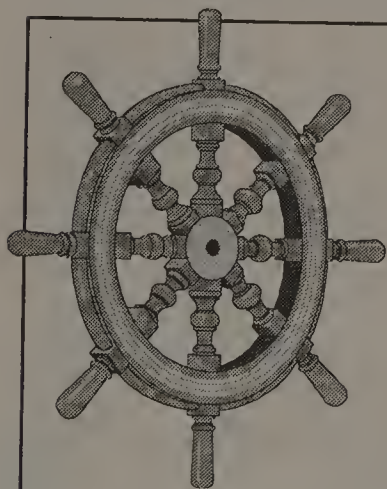
At dawn the next day, we set sail and, as we cleared the bay, fired a round from our flare gun in salute. But, sadly, the story didn't end there.

With both wind and seas on the nose, it took us two days of motorsailing to get close to San Diego, and I was suffering from a bad case of Montezuma's Revenge the whole time. Then the engine quit, the wind died and we eventually had to be towed in by Vessel Assist.

When we finally got tied up in a slip at the San Diego Yacht Club, we got down on the dock and French kissed it — really!

The lessons learned on our ill-fated trip were many. Needless to say, Lee and I unfortunately didn't do a lot of "Ha-Ha-ing" along the way.

— michael campbell

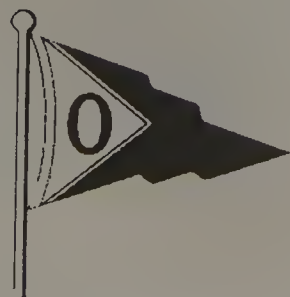


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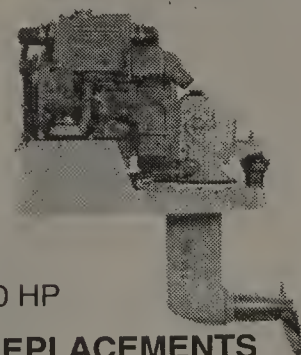
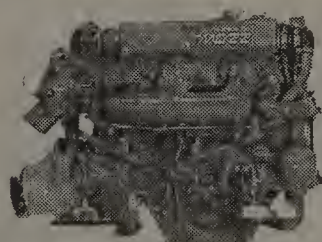
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MAX EBB

"No!" I shouted at the television. "Don't tack there, you idiot! The wind's going right!"

Unlike most followers of major spectator sports who are free to yell and scream at their television sets several times a week, I only have this privilege for a brief period every three or four years during the America's Cup coverage. Of course, it's a big social event too: The yacht club re-activates its satellite dish service, sets up the giant screen TV in the bar, and the usual gang of yacht club regulars — plus a few more who seem to always appear whenever there are free snacks being served — transform into rabid sports fans.

I had reason to scream: The Swiss challenger had won the start again, and the Kiwis, coming back for their first crossing, couldn't see what was obvious to everyone with a television: the wind was shifting to the other side of the course, and they should have ducked, not tacked.

"NO!!!" I screamed again, and reached for another beer.

But tack they did, and I watched the New Zealand defender slide into a tenuous position under the bow of *Alinghi*, but not quite far enough forward to give them the safe leeward advantage.

"Maybe it's the extra weight in the stern," remarked Lee Helm, a naval architecture grad student who was among the non-members who had snuck in. "I mean, think of all the structure necessary to make the hula and the hull so humongously stiff, so they never touch. The boat has a longer sailing length for sure, but there's like, more weight in the back end, so it can't turn as fast, so they have trouble winning the starts."

"And then there's the weight of all that water between the hula and the hull," added another pundit.

"Oh, come on now, added a voice from somewhere off to the side of the darkened room. Don't you think the famous Swiss sailing talent has anything to do with it? We all know that the Swiss have a maritime tradition that goes back at least...um...er..."

"Two years?" volunteered my foredeck crew from the row of chairs behind me, referring to the residency requirement for America's Cup crew.

"Hey, give them a little slack," said a young sailor in the front row who I didn't think anyone had invited in. "I was pay-

ing the in-state tuition rate at U.C. just six months after moving to California."

And that was how the conversation was going — no sympathy at all for the hired Kiwis on *Alinghi*, with everyone rooting for Auckland to hold onto the Cup. As the show cut to a commercial for the latest SUV, a fast-reacting sailor with the remote muted the TV sound.

"Well, at least we don't have to worry about the Cup coming here," commented another voice behind me. I recognized it as belonging to a crew who usually sails as tactician on one of the larger race boats in the club.

"Worry?" I said. "San Francisco Bay would be a fantastic venue for an America's Cup match."

"Maybe it would be a great venue for

'Alinghi' at the Louis Vuitton Finals. Can the 'conventional' Swiss hull beat the Kiwi hula?

the Cup," he said. "But it would be the worst thing that could happen to local racing."

"No way!" said another sailor. "It would put San Francisco Bay on the map like nothing else!"

"Think it through," said the tactician. "For two years you wouldn't be able to get the time of day from a boatyard, sailmaker or rigger. Imagine if you play softball every week in the local sandlot, and the World Series comes to town and they decide to play in your home field. Forget about the season. . . ."

"It wouldn't be that bad," responded the foredeck crew. "And heck, I might even get a spot on one of the trial horses or alternates. . . ."

"It would be a windfall for the local businesses," said a sailmaker who had dropped in to watch the race with some of his customers.

"Boom-bust cycles usually aren't very



"Don't tack there
you idiot! The wind's
going right!"



BOB GRIESER

good in the long run," the tactician responded. "And think of our best Central Bay race courses totally monopolized by 30 syndicates out doing trials every day of the week."

"I think it would be pretty cool," said the student in the front row.

"Havoc, I tell you!" insisted the tactician. "Great for spectators, of course, but for us participants in the sport — except maybe for the lucky few who get rides — it would be a disaster."

The debate ended when the commercials were over — the tactician apparently a minority of one — and we saw that both boats were now on the other tack, with some separation developing between them.

"Sure wish the commentators would shut up and let us hear what they're saying on the boats," someone complained.

"The hula should start working better as the wind comes up," Lee noted.

"Why do they call it a hula, anyway?" asked a woman who usually sailed as a

trimmer.

"It's short for 'hull appendage,' Lee explained.

"Also known as the Kiwi strap-on," added the foredeck crew.

"Or an Auckland falsie," said another voice.

"It's an AC maxi-pad according to the *Sailing Anarchy* website," said another.

The level of discourse went downhill from there, but fortunately someone asked Lee to explain what the thing actually did and why it would work better in more wind.

"**L**ike, it's not just waterline length that determines so-called hull speed," she explained. "I mean, imagine a boat with a thin board sticking out way in front. It would have a very long waterline length, but that thin board doesn't make it go any faster unless there's some buoyancy in it. So like, to get the effect of a long waterline, you need to have buoyancy distributed towards the bow and stern, or else the wave pattern looks just like a boat with a short waterline. The rules keep the distribution of buoyancy, and therefore the effective hull length, under control by limiting girth of the hull."

"You mean distance around the hull from the rail on one side to the rail on the other side?" someone asked.

"Right. And the AC class rule leaves a gaping loophole when it defines what an appendage is and how it's measured: The girth measurement goes inside the appendage, and the appendage can be any shape as long as it's only attached to a certain region of the hull and doesn't touch anywhere else. So we have the hula — a big patch of extra volume that acts just like more hull as far as the water's concerned. It lets the water 'see' a boat that's a couple of feet longer than a boat designed without one."

"Why the advantage only in more wind?" I asked.

"Same as with any boat that's longer and heavier," she said. "More surface area, plus the drag of the gap will be a liability at low speed. But like, as the wind comes up the frictional resistance becomes less important and the wave-

making resistance — the part that limits a boat to 'hull speed' — becomes more important."

We watched a few more tacks, shouted at the commentators to shut up and let us hear the people on the boats, and endured another string of commercials.

"**I** still think it should be Oracle racing against the Kiwis," said the foredeck crew. "Not those rent-a-Kiwis pretending to be Swiss. We got a bum rap in at least two foul calls during the LV finals."

"I don't know if it was a bum rap," said the tactician, "but I still don't like the new luffing rules."

"By 'new' you mean the ones we've been racing under for the last five years?"

"They were made for television," he asserted. "At least with the old mast abeam rule, and the right to make a quick and dirty luff, it was a lot more obvious who was right and who was wrong in a luffing incident. The way it's worded now, you need on-the-water ump's to make the call."

"You want to bring back 'mast abeam?' I said incredulously. "That part of the rules confused everyone, myself included. What we have now is much easier to understand."

"Well, maybe, but it's much harder to apply," he argued. "We've seen it too many times already in this series: the boat that's been overtaken to windward still has an overlap and still has the right to luff, even though it's just their bow a few feet to leeward of the windward boat's stern. Leeward boat luffs, windward boat responds by swinging stern towards leeward boat. Who's right? The problem with luffs like that is, the response by the windward boat always brings the two hulls closer together before they start to move apart, so 'room to keep clear' is very subjective."

"It does always tend to follow the same script in the protest room," said the sailmaker. "If there was contact, W claims not enough room because as soon as

they responded, their stern hit W's bow. Or, if there was no contact but L flagged them, they say they were allowing plenty of room but didn't have to respond because L didn't come close. W never really knows how much room has to be allowed, or how soon they have to respond to avoid a foul. But under the pre-'97 rules, W just had to keep from get

"I still think it should be Oracle racing against the Kiwis."

ting hit and everything was fine."

"Exactly. This can of worms was opened in '97 and those worms have been crawling around the race courses ever since. It's all become so subjective that we're forced to go to on-the-water judges for anything important, and a lot of racers at the YRA level just aren't protesting windward-leeward incidents because the outcome has become so uncertain. The old rules were much better for self-enforcement because it was a lot more apparent to the racers whether a luff was legal or not."

"Still, the old 'mast abeam' rule was tough on beginners," I said.

"I'm not saying to go back to that," argued the tactician, "although it really wasn't that complicated if you took the trouble to read it carefully. But getting rid of the right to luff from behind would clean up the operation of the rules enormously."

"Actually the luffing rule we have now is still confusing in the same way as the old one," observed Lee, "because the overlap still has a memory for how it was established, and that determines whether the leeward boat can luff. If we just said that L can luff if and only if its mast is forward of W's mast, then it becomes easy as pie. For similar boats, you could use any part of the boats as reference points, and like, you don't have to worry about how the overlap had been established."

"We'd still need a definition of 'ahead' that would take care of boats not sailing parallel courses. It's not an issue if boats are diverging, but if the courses are converging, you'd probably want to define 'mast behind' as when the leeward boat's mast is behind a line extending to leeward from windward's mast at right angles to windward's centerline."

"And what do we do before the start when there's no proper course?" asked Lee. "Under the old rules you could only luff up to close-hauled, but the 'room and opportunity' clause looked a lot more like the luffing rule we have now."

"Replace proper course with close-hauled, but no need to allow room to respond before or after the start," said the tactician. "That should be totally W's responsibility. It would change starting tactics a little, but make it a lot easier to figure out who had fouled."

"But then wouldn't everyone start arguing over proper course or close-hauled course instead of room to keep clear?" asked the foredeck crew.

"I liked the system they had before 1936," commented one of the older club members in the bar. "If you hit the boat

forward of the main shrouds, you had the right to luff. If you hit them aft of the shrouds, you didn't. Made it real easy to tell."

We finished revising the racing rules during the next commercial, and when they cut back to the race we saw that *Alinghi* had found the right side of a wind shift and had made a big gain. There was a collective groan from the crowd when we saw the yardage lost by the Kiwis.

"This will be the worst thing to happen to the Cup since '88 if *Alinghi* wins it," muttered the foredeck crew. "Where's their 'arm of the sea,' anyway? They should never have allowed all those crew to swap countries like that."

"National identity is so second millennium," said Lee with a dismissive hand-wave across her face. "I mean, it's not about yacht clubs and countries anymore, it's about billionaires and corporate entities."

"That's nothing new," said the older club member. Didn't we have a few yacht races between Lipton Tea and the New York Central in the last Century?"

"Sure, but that was pretty low key, with no logos on the sails or anything," said the foredeck crew. "When the Deed of Gift was written it made sense to have a yacht club from one country challenge a yacht club from another country, to set up the international competition. And like, it was never about who had the best sailors, but who could design and build the fastest boat. Take Charlie Barr, from Scotland, who only became a U.S. Citizen in 1899, the year he first drove for the New York Yacht Club. We would have lost it for sure without. . . ."

"Yeah, yeah, yeah, we know all about Charlie Barr," said the sailmaker. "But look at the way the yachting industry has changed: A hundred years ago it was normal to build a yacht that was the product of only one country, because all the technology was local. It was a rare exception to find a boat that was not the work of local builders, designers and sailmakers. But the sailors — they were a different story. Sailors have jumped freely across borders since the beginning of time. So that's why the Deed of Gift never said anything about the nationality of the crew, but attempted to restrict the design and manufacture of the boat

to the country it represented."

"George Schuyler wanted it to be a friendly competition among nations," one of my crew suggested, "conducted by yacht clubs. So in those days it made perfect sense to limit the design and construction to the country represented, but the nationality of the crews were already out of control."

"Especially considering the nature of the pro-

fessional crews in those days. Never mind Charlie Barr, the New York Yacht Club would have been nowhere without "Swedish Steam" in the fo'c's'l."

"So what do we have now?" asked the sailmaker rhetorically. "We have an internationalized industry. All the big lofts are globalized. Design firms have staff from all over the world, and they routinely use research facilities and consultants anywhere on the planet."

"I remember in the '60s when the Aussies were whining that they couldn't get dacron sailcloth made in Australia, so that rule went out the window," said the older sailor.

"Then in '83 when it was Dutch engineering talent that beat the 12-meter rule with the keel winglets," said the foredeck crew.

"And reverse taper on the keel," added Lee.

"And one year I think they allowed a French keel to be cast out-of-country," said another spectator.

"So like, I see what you're getting at," said Lee. "No way are we ever again going to have boats that represent one nation's ability to design, build, and outfit a racing yacht. Globalized beyond recognition."

"But if we want to bring back national identity, we can still control...."

"The nationality of the sailors," Lee finished the thought. "So like, as long as we still pretend that national boundaries have meaning, then the only way for the competition to have a corresponding meaning is for the sailors to be genuine bona fide nationals of the country they represent. And the heck with Charlie Barr."

"Exactly. Full citizenship plus 15 years residence would be reasonable, if you ask me."

There were grunts and nods of agree-

"America's Cup boats should be the biggest and fastest monohulls in the world."

ment all around the room.

"But like, the other thing we have to change is the boats," Lee continued. The competition is only part of the show. The boats themselves are the other part, and when you think of all the 100-plus foot multihulls and even larger mega-yachts, the AC boats don't really inspire the kind of awe that the turn-of-the-last Century cup boats must have inspired. I mean, like, *Reliance* was 201 feet from the bowsprit to the end of the boom. I think the America's Cup boats should be the biggest and fastest racing monohulls in the world."

"Don't you think the boats are already expensive enough?"

"Actually, no. Not when, like, each boat is only a few percent of the total cost of the campaign."

"I think the boats could be convertible into to cruisers or ocean racers," said the older club member. "It wasn't so long ago that cast-off Cup boats could be converted into perfectly good cruisers or

ocean racers."

"Or used for a dude racer operation, like they have down in St. Maarten," added the sailmaker.

"I hate to think where this line of thought is leading us," I said.

"Great big monohulls, bigger than J-boats," answered Lee eagerly. "But with a more reasonable draft limit, like nine feet instead of thirteen. And either a scantling rule or a moment of inertia and center of gravity limit, so the structural arms race would be under control. I mean, that's one very expensive area of development with negligible spin-off value to the rest of the sailing world, and it doesn't improve the competition one iota."

"Except it's pretty cool when we get to see a boat break in half and sink," said the student in the front row.

"You got me there," admitted Lee. "Anyway, if you look at the amount of money being spent and the number of syndicates spending it, monster

monohulls of reasonable proportions would be well within the budgets, and bring back a really important 'see the elephant' aspect to the whole event. And like, for the record, I think '88 was the high point of the America's Cup: two of the most impressive sailing machines ever built — even if, like, watching the race live was a waste of time."

Another batch of commercials ended, and the boats were approaching the first mark. One boat was now well ahead of the other, and with the known speed difference we had no reason to expect the two boats to ever get within hailing distance for the remainder of the race.

"Didn't they say something about bull riding coming up next?" asked one of the America's Cup fans. That's my idea of exciting TV."

I fetched myself another beer, moved the potato chips within easy reach of my chair, and put my feet up like a true sports fan.

— max ebb

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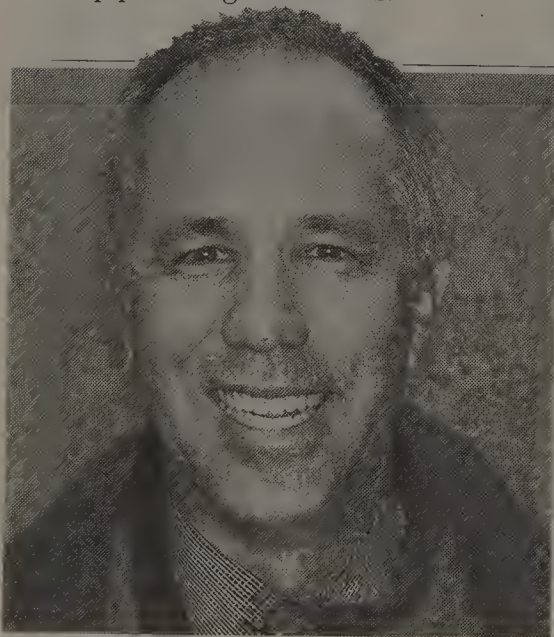
THE RACING

*With reports this month on seven local midwinters races, the ever-popular **SSS Three Bridge Fiasco**; the **16th TNT Key West Race Week**, and the usual heap of **random race notes** at the end.*

RYC Small Boat Midwinters

Richmond YC's Small Boat Midwinters continued on Sunday, January 5, with 142 boats competing in 14 classes. Once again, the weather was perfect for mid-winter dinghy sailing — sunny skies and gentle 5-10 knot winds.

Cumulative regatta results at halftime (two days of racing down, two to go) follow. In the biggest fleet, the tough 47-boat El Toro class, fleet president Gordie Nash has taken the lead. Among his victims are his nephew Nick (fifth place) and brother Chris (eleventh). But the real story in that class is 12-year-old, 120-pound Santa Cruz sailor Rogan Kriedt, who is running second overall. Junior sailors were given the option of sailing against adults this year, a decision that may be revoked next year if Rogan, Max Fraser (seventh), Ben Lezin (twelfth) and other 'pebble stars' keep pounding their elders.



LATITUDE/ANDY

Laser sailor Tim Russell also helped the J/105 'Arbitrage' double-bullet January's CYC Mids.

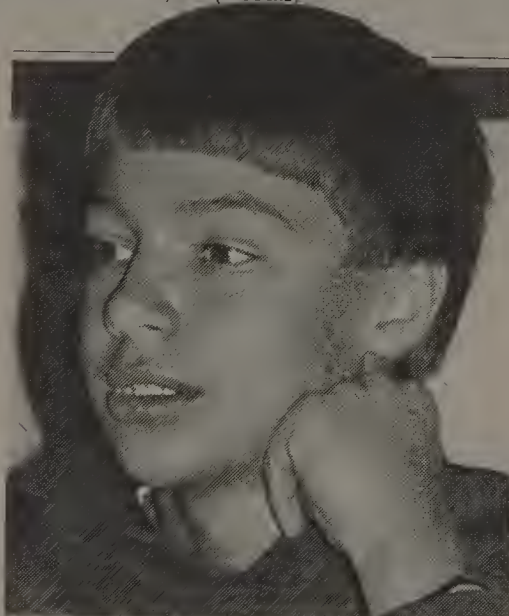
Competition is keen in the new Optimist class, as well. After nine races, the top three competitors are within five points of each other with Finneuk Nilsen currently leading. Other notable finishers include 43-year-old Novato financial planner Tim Russell, who is crushing the Laser fleet with just 10 points after five

races. Banshee sailor Mark Dawson is leading the Portsmouth class, which is where boats that don't achieve one design status (five boats) on a given day end up.

The fun, low-key series continues on February 2 and March 2. Anyone who can beg, borrow or steal a dinghy is welcome to show up the morning of the race, pay the \$10 daily entry fee, and go sailing. Another great opportunity to play on dinghies is the second installment of Sail-A-Small-Boat Day, scheduled for 11 a.m. through 4 p.m. at RYC on Saturday, March 1. See www.ryc.org for details.

EL TORO, SR. — 1) Gordie Nash, 50.5 points; 2) Rogan Kriedt, 61.5; 3) John Amen, 78; 4) Jim Warfield, 81; 5) Nick Nash, 96.5; 6) Paul Tara, 99.5; 7) Max Fraser, 104; 8) Kit Stycket, 108; 9) Vaughn Seifers, 108.5; 10) Don Jesberg, 108.5; 11) Chris Nash, 111.5; 12) Ben Lezin, 150; 13) Vickie Gilmour, 157; 14) Mike Dias, 157; 15) Alex Gladding, 157.5. (47 boats)

EL TORO, JR. — 1) Will Dennis, 9 points; 2) Nathan Gartrell, 26. (5 boats)



KRIEDT FAMILY

12-year-old El Toro sailor Rogan Kriedt is whomping the oldsters in the RYC Midwinters.

OPTIMIST — 1) Finneuk Nilsen, 41 points; 2) Peter Jesberg, 44; 3) Cody Nagy, 46; 4) Christopher Jeffries, 65; 5) Daphne Arena, 65; 6) Michaela McCloskey, 68; 7) Devon Lindsley, 73; 8) Emma Jesberg, 74; 9) Tanner Nagy, 21; 10) Madeline Dibble, 89. (22 boat)



BYTE — 1) Trish Moratorio, 17 points; 2) Gail Yando, 24; 3) Michele Logan. (8 boats)

FJ — 1) Michael Lewis, 5 points. (2 boats)

SNIPER — 1) Joseph Harvard, 26 points; 2) Nabil Shahin, 27; 3) Karen Flick, 46; 4) Wesley Hrubes, 48. (11 boats)

TORNADO — 1) Skip Elliott, 8 points. (2 boats)

LASER — 1) Tim Russell, 10 points; 2) Torben Bentsen, 26.5; 3) Richard Carrick, 40; 4) David Rumbaugh, 43; 5) Jeff Holder, 55; 6) Perry Clark, 56; 7) Dave Poquete, 56; 8) Matt McQueen, 59; 9) Murray McLeod, 59; 10) Connor Dibble, 59; 11) Mark Breen, 62; 12) Tim Peince, 63; 13) Bob Lee, 66; 14) Simon Bell, 69; 15) Jens Brock-Utne, 72. (32 boats; results are preliminary)

INTERNATIONAL 14 — 1) Lawrence Henderson, 17 points; 2) Greg Mitchell, 17; 3) Ted Rogers, 22. (6 boats)

INTERNATIONAL CANOE — 1) Del Olsen, 9 points; 2) Anders Petersson, 15. (4 boats)

CORONADO 15 — 1) Kevin Wasbaner, 11 points; 2) Trent Watkins, 19; 3) Steve Fishman, 19; 4) Charlie Quest, 19. (11 boats)

THISTLE — 1) Ron Smith, 12; 2) Jonathan Howell, 15. (4 boats)

29er — 1) Bertrand Perroud, 8 points; 2) George Pedrick, 12. (5 boats)



Fiasco follies — The Olson 34 'Ozone' leaves the weather mark, Red Rock, while the Black Soo 'Starbuck' (inset) approaches it.

WYLIE WABBIT — 1) Erik Menzel, 11 points; 2) Colin Moore, 11. (5 boats)

PORTSMOUTH — 1) Mark Dawson, Banshee, 21 points; 2) Bob Cronin, Sunfish, 26; 3) Curt Rodgers, Banshee, 31; 4) David Demarest, Vanguard 15, 31; 5) Roy Jordan, 34. (13 boats)

A Fine Fiasco

It wasn't the biggest fleet (215 entries, well shy of the 253-boat fleet in 1994), it wasn't the fastest race (the record is still 2 hours, 17 minutes, set by the Antrim 30+ *Erin* in 1996), but the 20th Three Bridge Fiasco had to be the most pleasant one in history. The weather for The Singlehanded Sailing Society's season opener on Saturday, couldn't have been nicer — sunny, flat water, and a gentle 5-10 knot northerly. "It was a perfect mid-winter day," claimed SSS scorer Bill Charron. "It also was a great pursuit race,

as everyone seemed to finish all together."

The winner of the zany 21-mile Bay tour (Blackaller Buoy, Red Rock, Treasure Island — in any order!) was Bill Erkelens, Sr.'s custom C-Cat *Freedom*, which crossed the Golden Gate finish line first at 2:30 p.m. Erkelens and crew Mark Rudiger, who now lives up in Grass Valley, sailed the course clockwise (Blackaller first, through Racoon Strait to Red Rock, T.I.), finishing with an elapsed time of 2:54:29. "It was perfect conditions for us," said Bill. "We double-trapped both upwind and down, and we had fun starting last and passing everybody!"

The top monohull was the green Schumacher 40 *Auspice*, sailed by Jim Coggan and his 17-year-old son Brian. The Coggans finished at 2:45 p.m. after sailing a counterclockwise course. "We went to Blackaller first, and then were able to skirt the hole at Fisherman's Wharf by sailing out towards Alcatraz," said Jim. "We picked up about 50 boats

at once right there. We sailed a longer distance, but it really paid off!" The top singlehander was Dan Benjamin, who sailed his red Aerodyne 38 *Fast Forward* across the line at 2:58 p.m. after sailing a clockwise course.

The majority of this year's fleet, estimated at 60%, sailed counterclockwise — only to stall out and, in some cases even anchor, against the ebb trying to get around

Treasure Island. *Auspice* was one of just a few boats that did well by going in this direction. The rest of the fleet sailed clockwise, choosing what looked like promising wind to the north over current relief to the east. This theory, which veteran 3BFers call 'eating dessert first', turned out to be the better option, despite having to battle the afternoon flood from Treasure Island to the finish.

The entire fleet was finished by 5:50 p.m., though 17 boats did drop out in frustration earlier in the day. For the rest of the Fiasco story, see www.sfbaysss.org and/or drop by the Oakland YC on the evening of February 12 for the awards ceremony/debriefing.

SINGLEHANDED:

CLASS II (< 129) — 1) *Moonduster*, S&S 47, Wayne Meretsky. (3 boats)

CLASS III (130-168) — 1) *Westerly*, Westsail 39, Steve Wilson; 2) *Krissy*, Ericson 35-3, Allen Cooper; 3) *Alchemy*, Olson 25, Joe Kitterman. (9 boats)

CLASS IV (> 169) — 1) *Chelonia*, Yankee 30, Ed Ruszel; 2) *Talisman Banana*, J/22, Gary Albright; 3) *Tchoupitoulas*, Santana 22, Stephen Buckingham. (7 boats)

NON-SPINNAKER — 1) *Avalon*, Centurion 49, Fred Hess; 2) *Sanity Retention*, Moore 24, Steve Ritz; 3) *Gavilan*, Wylie 39, Brian Lewis. (9 boats)

CAT-RIGS — 1) *Uno*, WylieCat 30, Steve Wanner. (2 boats)

ULDB (DLR < 140) — 1) *Fast Forward*, Aerodyne 38, Dan Benjamin; 2) *Plan B*, Olson 29, John Kerslake; 3) *Polar Bear*, Antrim 27, Richard Ray. (8 boats)

OVERALL — 1) *Fast Forward*; 2) *Plan B*; 3) *Moonduster*. (38 boats)

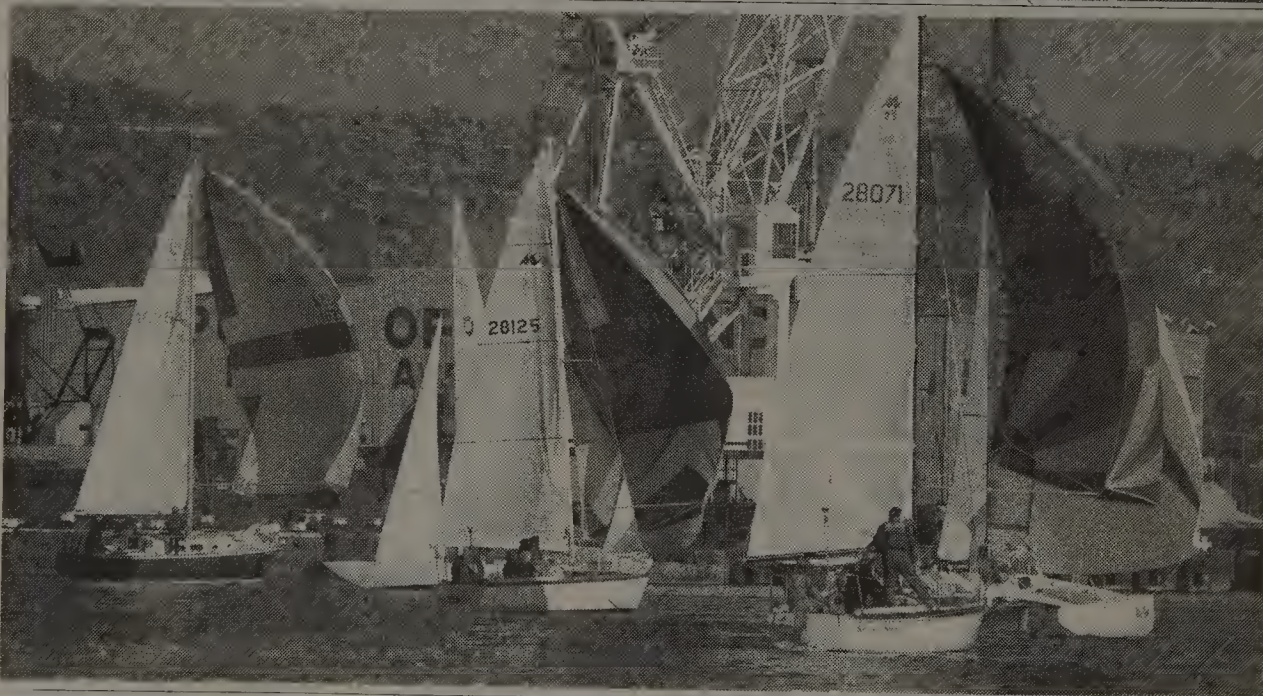
DOUBLEHANDED:

MULTIHULL — 1) *Freedom*, C-Cat, Bill Erkelens; 2) *Wingit*, F-27, Ray Wells; 3) *Sea Bird*, F-27, Rich Holden; 4) *Raptor*, F-27, Todd Olsen. (11 boats)

CLASS II (< 129) — 1) *Auspice*, Schumacher 40, Jim Coggan; 2) *Yucca*; 3) *Expeditious*, Express 37, Rhett Smith; 4) *Golden Moon*, Express 37, Kame Richards; 5) *Ozone*, Olson 34, Carl Bauer; 6) *Friday Harbor*, J/35, Ryle Radke; 7) *Remedy*, Beneteau 42s7, Ken Pimental. (20 boats)

CLASS III (130-168) — 1) *Baleinau*, Olson 25, Charlie Brochard; 2) *Blazing Saddles*, Olson 25, Derik Anderson; 3) *Mission Impossible*, Merit 25,

LATITUDE/ROB



Dave Hamilton; 4) **Hamburger Haus**, Olson 25, Jens Jensen; 5) **Vivace**, Olson 25, Larry Nelson. (14 boats)

CLASS IV (>169) — 1) **Current Asset**, Islander 30-II, John Bowen; 2) **Tinseltown Rebellion**, J/22, Cam Lewis; 3) **Wuvulu**, IB-30, John New; 4) **Shazam!**, Santana 22, Bud Sandkulla; 5) **Lelo Too**, Tartan 30, Emile Carles; 6) **Straitjacket**, Mull 22, Ben Haket; 7) **Star Ranger**, Ranger 26, Simon James; 8) **Red Dragon**, Scampi 30, Joe Ong. (27 boats)

NON-SPINNAKER — 1) **Dancer**, TJ 34, Richard Packard; 2) **Stormrider**, Aphrodite 101, Don McRea; 3) **Patriot**, Yamaha 33, Lesa Kinney; 4) **Peg O' My**

Heart, Ericson 35-3, Steve Wert. (11 boats)

CAT-RIGS — 1) **Triumph**, WylieCat 30, Steve Seal; 2) **Ahava**, WylieCat 48, Michael Katz. (4 boats)

J/105 — 1) **Orion**, Gary Kneeland; 2) **Good Timin'**, Phil Perkins; 3) **Lightwave**, Richard Craig. (9 boats)

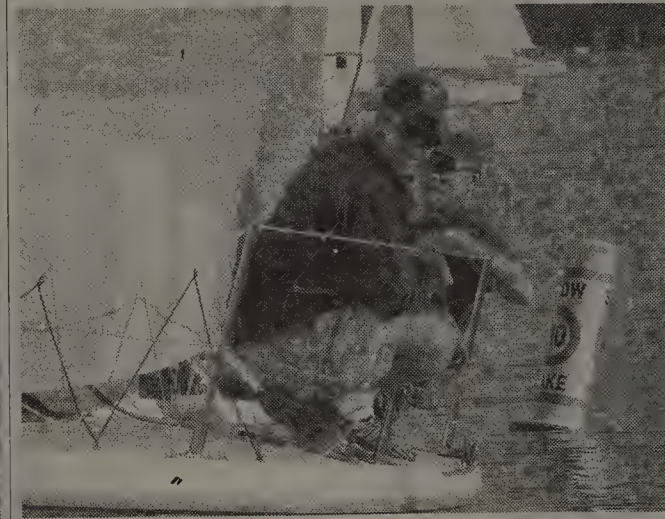
SF-30 — 1) **Jane Doe**, Olson 911-SE, Bob Izmarian; 2) **Redux**, Olson 911-S, Nick Barnhill; 3) **Borderline**, Olson 911-SE, Bill Charron. (8 boats)

EXPRESS 27 — 1) **Baffett**, Tom Baffico; 2) **Motorcycle Irene**, Will Paxton; 3) **El Raton**, Ray Lotto;

4) **Salty Hotel**, David Rasmussen; 5) **E-Type**, John Drewey; 6) **True Grits**, Jay Montgomery; 7) **Wile E. Coyote**, Dan Pruzan. (18 boats)

MOORE 24 — 1) **Topper II**, Bren Meyer; 2) **Fatuity**, Dave Hodges; 3) **Moorgami**, John Seigel; 4) **Hot Rod Lincoln**, Charles Witcher; 5) **Bruzer**, Gary Tracey; 6) **Sparrowhawk**, Vaughn Seifers; 7) **Half Off**, Andy Hall; 8) **Csardas**, Judy Bentsen; 9) **One Moore**, Tom Wondolleck. (27 boats)

WYLIE WABBIT — 1) **Bad Hare Day**, Erik Menzel; 2) **The White Boat**, Andy Hamilton; 3) **Kwazy**, Colin Moore. (7 boats)



Lite fare — Scenes from Oakland YC's mellow Sunday Brunch Series on January 5. All photos Latitude/rob.

OYC Brunch Series

The Oakland YC's 13th Sunday Brunch Series is underway, with two of the scheduled five races held last month. The popular Estuary series, which OYC stalwart George Gurrola jokingly subtitled "the after church, before dinner, and to-hell-with-football series," has attracted 44

boats so far.

The opener, held in a relative heat wave on January 5, was a slow-motion affair, as the above pictures will attest. Something went awry in the starting sequence, so we're not sure if this was a completely fair sailing test — though the usual suspects seemed to pop up in the winners' circle. The prettiest sight on the Estuary that day was the eight-boat strong Columbia 5.5 fleet, which was led wire-to-

ULDB (DLR < 140) — 1) **Sceptre**, J/130, Bob Musor; 2) **Twist**, J/120, Timo Bruck; 3) **Surfeit**, Melges 24, David Wadbrook; 4) **Family Hour**, Olson 30, Jim Bilafer; 5) **Dayenu**, J/120, Dennis Jermaine; 6) **Astra**, Farr 40, Mary Coleman; 7) **Nemesis**, Antrim 27, Paul Martson; 7) **AFM**, Hobie 33, Oliver Coolidge. (21 boats)

OVERALL — 1) **Freedom**; 2) **Auspice**; 3) **Yucca**; 4) **Baffett**; 5) **Expeditious**; 6) **Motorcycle Irene**; 7) **Orion**; 8) **Sceptre**; 9) **Twist**; 10) **Golden Moon**. (177 boats)

THE RACING

wire by the Weaver/Sankey/Sadeg syndicate on *Drummer*.

Drummer sat out the colder and windier January 19 race, but all other class winners came back to defend and, in most cases, extend their series lead. OYC will serve Brunch again, literally and figuratively, on February 2 and 16, and finally on March 2. If you're anywhere near Alameda on those days, we encourage you to check it out.

FLEET I-A (< 152) — 1) *Tortuga*, Santana 30/30, Steve Hutchison, 2 points; 2) *Wet Trash*, Capri 30, Brian Flaherty, 4; 3) *Spitfire*, Moore 24, Brant Adornato, 6; 4) *Slim*, J/30, Loren Mollner, 11. (8 boats)

FLEET I-B (152-173) — 1) *Popeye & I*, Cal 9.2, Ruth Summers, 3 points; 2) *Strike Slip*, Merit 25, Roger England, 6; 3) (tie) *Noble Lady*, Beneteau 305, Gary Massari, and *Double Agent*, Merit 25, Robin Ollivier, 8. (6 boats)

FLEET II (174-189) — 1) *Annie*, Cal 29, Steve Zevanove, 2 points; 2) (tie) *Nice Turn*, Cal 2-29, Richard Johnson, and *Wuvulu*, IB-30, John New, 5; 4) *Irish Lady*, Catalina 30, Mike Mahoney, 8.5; 5) *Magic Bus*, Whiting 25, Jon McKeon, 10.5. (9 boats)

FLEET III (> 189) — 1) *Pathfinder*, Ariel, Ernie Rideout/Ed Ekers, 2 points; 2) *#405*, Cal 20, Darrell Caraway, 7; 3) *Dominatrix*, Santana 22, Ted Crum, 8; 4) *Peddler*, Catalina 27, Norm Rehm, 9. (9 boats)

COLUMBIA 5.5 — 1) *Bandit*, Chris Shepard, 5 points; 2) *Cheater*, Jim Graham, 6; 3) (tie) *Jaguar*, Richard Humphrey, and *Wings*, Mike Jackson, 9. (8 boats)

MULTIHULL — 1) *Three Sigma*, F-27, Chris Harvey, 3 points; 2) (tie) *Sea Bird*, F-27, Rich Holden, and *White Knuckle*, F-31, Gary Helms, 5. (4 boats)

Full results — www.serve.com/oaklndyc/.

Sausalito YC Midwinters

Forty-two boats sailed in the third (of

Bluff and Big Harding, after which the fleet hurried back to the clubhouse to watch race videos and, more importantly, the epic 49er/Giants playoff game. "The roof nearly came off the club when the Niners won!" claimed race chairman Tim Prouty.

With 60% of the series over, and even before assuming one throwout (if all five races are sailed), *Mortal Kombat*, *Q*, *Nordlys* and *Whisper* have all but wrapped up their divisions. In Div. A, *Joker* has a precarious lead over *Gammon*, the 11:1-Metre Team *Iverson* and *Absolute 02*.

DIV. A (< 145) — 1) *Joker*, J/35, Gordon Smith; 2) *Gammon*, Tartan 10, Jeff Hutter; 3) *Absolute 02*, Sydney 38, Keith MacBeth; 4) *Bay Loon*, J/29, Joe Ferrie. (10 boats)

DIV. B (> 145) — 1) *Mortal Kombat*, Moore 24, Hans Bigall; 2) *Dulcinea*, Coronado 27, John Slivka; 3) *Mr. Toad*, J/24, John Hunt; 4) *SouLatitude*, J/24, Jonathan Hagerman. (9 boats)

DIV. C (non-spinnaker < 185) — 1) *Q*, Schumacher 40, Glenn Isaacson; 2) *Youngster*, IOD, Ron Young; 3) *Basic Instinct*, Elliott 10.5, Jan Borjeson; 4) *Roeboat*, Catalina 30, Rod Decker. (10 boats)

DIV. D (non-spinnaker > 185) — 1) *Inshallah*, Santana 22, Shirley Bates; 2) *Nordlys*, Knarr, Joel Kudler; 3) *Interlude*, Cal 2-27, Ken Crowe; 4) *Juno*, Newport 28, Gary Stypulkoski. (10 boats)

J/105 — 1) *Whisper*, Eden Kim, 2 points; 2) *Jose Cuervo*, Sam Hock, 4. (3 boats; 2 races)

Full results — www.syconline.org

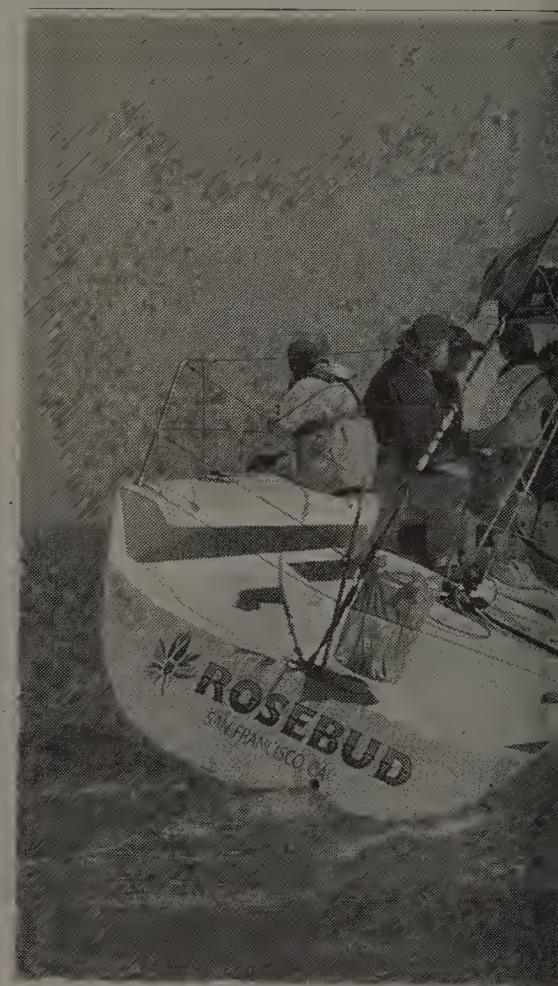
Santa Cruz YC Midwinters

Seventeen boats enjoyed warm sun, flat water and 10-12 knots of breeze for Santa Cruz YC's midwinter racing on Saturday, January 18. As opposed to last month, the channel entrance was dredged to a depth of ten feet, so the small fleet had no problems getting out to the race course.

Two quick races — a triangle, windward-lee-ward, soon followed by a double sausage — were sailed in the ideal

conditions. At the end of the day, *Minor Threat* and *Animal* tied for the daily lead in the Crewed Division with identical 1.3 records, while *Una Mas* took a pair of bullets in the Doublehanded Division.

"After the frustration of being shore-bound for a month by the harbor bar, ev-



everyone had a great time!" claimed Larry Weaver, who has been appointed the 2003 SCYC regatta chairman ("for my sins!").

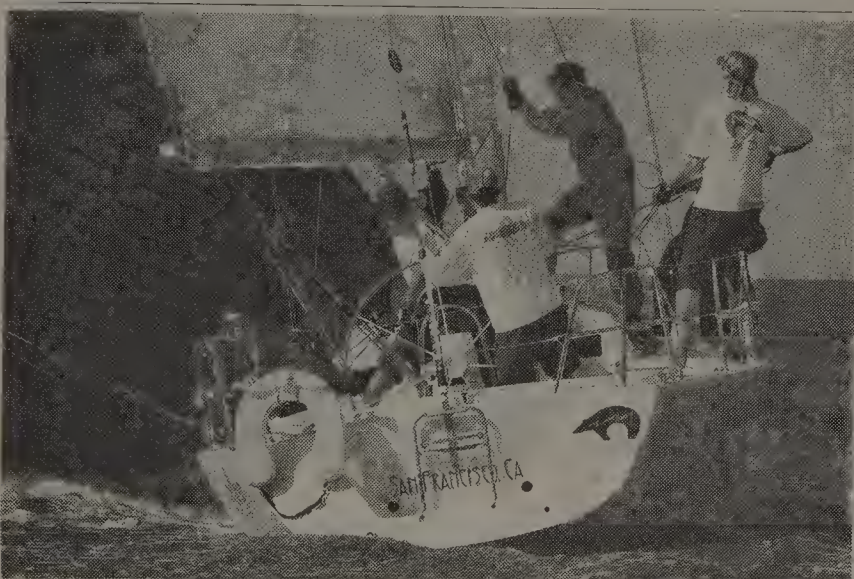
CREWED — 1) (tie) *Minor Threat*, Melges 24, Peter Dalton, and *Animal*, Sydney 38, Lezin/Akrop/French, 4 points; 3) (tie) *Wildfire*, Moore 24, Tom Conerly, and *Hanalei*, SC 27, Beat Naef/Rob Schuyler; 5) *Sumo*, SC 27, Henry Cassady/Jim Livingston, 11; 6) *Trailblazer*, Melges 24, Dave Emberson, 12.5. (12 boats)

DOUBLEHANDED — 1) *Una Mas*, Moore 24, Larry Peterson/G.W. Griggs, 2 points; 2) *Bruzer*, Moore 24, Gary Tracey/Mike Holt, 4. (5 boats)

TNT Key West Race Week

Unlike the past few years, the 2003 Key West Race Week, sponsored by Terra Nova Trading, was cold and breezy — i.e., normal summer conditions for our Northern Californian contingent. A total of 290 boats (down from an all-time high of 326 in '01) sailed the 8-race series, representing 20 countries and 30 of the United States. Twelve Bay Area boats (the ten mentioned in last month's *Racing Sheet* preview, plus Hall Palmer's *WylieCat* 30 *Lickety Split* and Morgan Larson's last minute Melges 24 charter) went to Key West to test their mettle.

When the smoke cleared, two of the Norcal contingent earned class honors — Roger Sturgeon's R/P TP-52 *Rosebud* took the small, but competitive PHRF-I group with a 1,1,2,2,1,(3),1 record and Rich Bergmann and Shawn Bennett's *Zuni Bear* won the 29-boat J/105 class with



The J/105 'Zuni Bear' started off at Key West slowly, but came on strong at the end to win class and Boat of the Week honors.

five) Sausalito YC midwinter race on Sunday, January 5. A pleasant 15-knot easterly pushed the fleet around a 6.3-mile double sausage between Knox, Yellow



WALTER COOPER

Roger Sturgeon's TP-52 'Rosebud' came alive at Key West, winning PHRF-I. They'll race the Pineapple Cup (Ft. Lauderdale-Montego Bay) next.

scores of 6,12,11,(13),1,4,1,1. Zuni Bear also took overall Boat of the Day honors on Wednesday and — best of all — was named overall Boat of the Week at the regatta's conclusion.

Zuni Bear's winning lineup consisted of Bennett (driver/tactician), Bergmann (offside trimmer), Adam Sadeg (main), Cam Shaw (primary trimmer), Randy Carper (mast) and Tom Purdy (bow). "This was probably the highlight of all of our sailing careers — certainly mine!" said Bergmann. "The way we won — rallying back from tenth after the first two days to win three of the last four races — made it particularly satisfying."

Tom Coates' J/105 *Masquerade*, Palmer's WylieCat 30 *Lickety Split*, and Larson's Melges 24 #399 also won individual races, but fell just short of the podium. Southern Californian boats also did well at Key West, with two boats winning Boat of the Day honors (Alex Geremia and Scott Harris' Farr 40 *Crocodile Rock* and Argyle Campbell's Melges 24 *Rock N' Roll*) and two winning class honors (*Croc Rock* and Scott Taylor's B-32 *Defiance*).

For full results of this year's excellent KWRW, as well as great reporting by Rich Roberts and lots of professional photographs, check out www.premiere-racing.com.

DIVISION ONE:

FARR 40 — 1) *Crocodile Rock*, Alex Geremia/Scott Harris/Vince Brun, Santa Barbara, 47 points; 2) *Samba Pa Ti*, Jim Kilroy/Paul Cayard, Los Angeles, 66; 3) *Barking Mad*, Jim Richardson/Gavin Brady, Newport, RI, 69; 4) *Bambakou*, John Coumantaros/Chris Larson, Newport, RI, 71; 5) *Heartbreaker*, Bob Hughes/Jeff Madrigali, Holland, MI, 71. . . . NorCal boat: 23) *Gone Too Farr*, Dave Carrel/Jason Rhodes. (24 boats)

1D-35 — 1) *Detente*, David Kirk, Chicago, 18 points; 2) *Windquest*, Doug & Dick DeVos, Holland, MI, 20; 3) *Victory*, Buddy Cribb, Palm Beach, FL, 30.6. (8 boats)

MUMM 30 — 1) *Foreign Affair*, Richard Perini, Sydney, AUS, 27 points; 2) *Printel-Wind*, Cristofori Pierpaolo, Rome, ITA, 33; 3) *Rainbow*, Bent Dietrich, Hamburg, GER, 40. (15 boats)

DIVISION TWO:

PHRF-1 — 1) *Rosebud*, R/P TP-52, Roger Sturgeon/Jack Halterman, Santa Cruz, 8 points; 2) *J-Bird III*, Andrews TP-52, Dave Janes/Pete Heck, Newport Beach, 14; 3) *Renegade*, Andrews 70, S. Gagne/K. Meade, Palm Beach, FL, 18. (5 boats)

IMS — 1) *Idler*, N/M 50, George David/Ken Read, NYC, 6 points; 2) *Javelin*, Farr 49, Bulman/Winston, Annapolis, 16; 3) *Canvasback*, Farr 49, Doug Croker, Oxford, MD, 16. (5 boats)

PHRF-2 — 1) *Idler*, N/M 50, George David/Ken Read, NYC, 12 points; 2) *Bandolier*, 1D-48, Charles Burnett/Colin Booth/Brian Huse, Seattle, 4; 3) *Vanish* 2, Swan 56, Andrew Fisher, Newport, RI, 17. (10 boats)

PHRF-3 — 1) *Tsunami*, Farr 395, Ostberg/Aras/Dailey, Annapolis, 10 points; 2) *Kiowa*, IMX 40, Sachs/Rojeck/Zaleski, Mamaroneck, NY, 14; 3) *Fine Line*, Olson 40, Johnny Roberts, Ono Island, AL, 23. (12 boats)

PHRF-4 — 1) *New Wave*, Henderson 30, Michael

Carroll, Clearwater, FL, 10 points; 2) *Light Horse*, Melges 30, Light Horse Group, Chicago, 12; 3) *Beautiful World*, Henderson 30, Jeffrey Gale, Hope Town, BAH, 18. (10 boats)

F-28R — 1) *Bad Boys*, Bob & Doug Harkrider, Belvedere, SC, 20 points; 2) *Whipper Snapper*, Donald Wigston, Atlanta, 23; 3) *Dealers Choice*, Steve Marsh, Stuart, FL, 25. (14 boats)

PHRF-5 — 1) *Teamwork*, J/120, Robin Team, Beaufort, NC, 17 points; 2) *Fitikoko*, Farr 38, Andrew Wilson, Annapolis, 17; 3) *Bounder*, Sydney 36, David Hudgel, Detroit, 25. . . . NorCal boat: 8) *El Ocaso*, J/120, Rick Wesslund/Tim Duffy. (13 boats)

DIVISION THREE:

MELGES 24 — 1) *Blu Moon*, Franco Rossini, ITA, 23; 2) *Full Throttle*, Brian Porter, 37; Lake Geneva, WI, 37; 3) *Baghdad*, Kristian Nergaard, Norway, 42; 4) *Joe Fly*, Maspero Giovanni, ITA, 55; 5) *Rock N' Roll*, Argyle Campbell, Newport Beach, 56; 6) *Monsoon*, Bruce Ayres, Newport Beach, 62; 7) *Kilroy*, Jeff Jones, Detroit, 69; 8) *Frequent Flyer*, John Sherlock, Toronto, CAN, 72; 9) #399, Morgan Larson, Santa Cruz, 72; 10) *Gorgeous Worgeous*, Quentin Strauss, London, GBR, 75. . . . NorCal boats: 19) *Pegasus*, Philippe Kahn; 22) *Pegasus*, Sam 'Shark' Kahn; 28) *Grinder*, Jeff Littfin; 30) *Sofa King Fast*, Bret G ripenstrow; 49) #525, Tim Fay. (56 boats)

J/105 — 1) *Zuni Bear*, Rich Bergmann/Shawn Bennett, San Francisco, 36 points; 2) *Wet Leopard*, Jim Sorensen, Sag Harbor, NY, 37; 3) *Flame*, Jim Doane, Naples, FL, 38; 4) *Eclipse*, Damian Emery, Shoreham, NY, 38; 5) *Masquerade*, Tom Coates, San Francisco, 39. (29 boats)

J/80 — 1) *Warrior*, Craig White, Fort Worth, TX, 13 points; 2) *Synergy*, Jay Lutz, Houston, 19; 3) *SWE-243*, Hans Renman, Sweden, 27. (22 boats)



LATITUDE ARCHIVES

Great news! 'Zuni Bear' owners Rich Bergmann (left) and Shawn Bennett were the big winners at Key West Race Week.

DIVISION FOUR:

PHRF-6 — 1) *Defiance*, B-32, Scott Taylor, Long Beach, 17 points; 2) *Dr. Evil*, Olson 29, Treat/Davis, Milford, CT, 20; 3) *Outrageous*, SR 33, Michael Jones, Wrightsville, NC, 21. (12 boats)

J/29 — 1) *Rhumb Punch*, John Edwards, Solomons, MD, 14 points; 2) *Hustler*, J. & T. Esposito, City Island, NY, 14.1; 3) *Tomahawk*, Bruce Lockwood, Ludlow, VT, 24. (10 boats)

THE RACING

PHRF-7 — 1) **Invincible**, N/M 30, Lees/Gastrau, Annapolis, 8 points; 2) **Remedy**, Donovan 27, Bert Carp, Annapolis, 13; 3) **Chinook**, J/30, Ed Austin, NYC, 28. (10 boats)

PHRF-8 — 1) **Hot Ticket**, Farr 37, Jim Hightower, Houston, 3 points; 2) **E-Ticket**, Moorings 38, Dan Myers, Lighthouse Point, FL, 20; 3) **Sarafi**, Ben. First 33.7, Schiffer/Brown, Ft. Lauderdale, 21. (9 boats)

TARTAN TEN — 1) **Liquor Box**, Simon/Buckles, Key West, 8 points; 2) **Contumacious**, Bruesewitz/Mitchell, Milwaukee, 18; 3) **Team Farr From Sober**, John Woodruff, Detroit, 23. (8 boats)

PHRF-9 — 1) **Areopagus**, J/27, Ed Tillinast, NYC, 15 points; 2) **Blur**, B-25, Dixon & Aaron Hall, Los Angeles, 16; 3) **Ruby My Dear**, Express 27, Franklin Poupore, Grosse Point, MI, 22. (10 boats)

PHRF-10 — 1) **Rumblefish**, J/24, Peter Fischel, Savannah, 13 points; 2) **Outsight**, Wavelength 24, John Burgess, Gulfport, MI, 25; 3) **Blah Blah Blah**, J/24, Mark Milnes, Key West, 25; 4) **Lucky Ducky**, WylieCat 30, Hall Palmer, Alameda, 32. (12 boats)

KEY WEST RACE WEEK BOATS OF THE DAY:

MONDAY — **Fitikoko**, Tripp 38.

TUESDAY — **Rock N' Roll**, Melges 24.

WEDNESDAY — **Zuni Bear**, J/105.

THURSDAY — **Crocodile Rock**, Farr 40.

FRIDAY — **Mammy!**, Mumm 30.

YACHTING MAGAZINE TROPHY (BOAT OF THE WEEK): Zuni Bear, J/105.

INTERNATIONAL TEAM COMPETITION:

1) **Italy** (Joe Fly, Printel-Wind, Breeze), 92 points;
2) **Germany** (Blu Moon, Rainbow, Stuntje Light), 94;
3) **Australia** (Foreign Affair, Black Seal, Kokomo), 118. (10 teams)

28th ANNUAL FT. LAUDERDALE-KEY WEST RACE (Lauderdale YC: Jan. 15-17; 160 miles):

PHRF-I — 1) **Grins**, Corel 45; 2) **Sjambok**, 1D-48; 3) **Rosebud**, TP-52. (7 boats)

PHRF-II — 1) **Fearless**, 1D-35; 2) **Maxed Out**, J/43; 3) **Fitikoko**, Tripp 38. (6 boats)

PHRF-III — 1) **Holy Toledo**, Hobie 33; 2) **W.J.**, Quest 33; 3) **Bandana**, Oyster 48. (7 boats)

PHRF-IV — 1) **Sea Turtle**, 'Beneteau'; 2) **E-Ticket**, Beneteau 38; 3) **Contrails**, Beneteau 38. (9 boats)

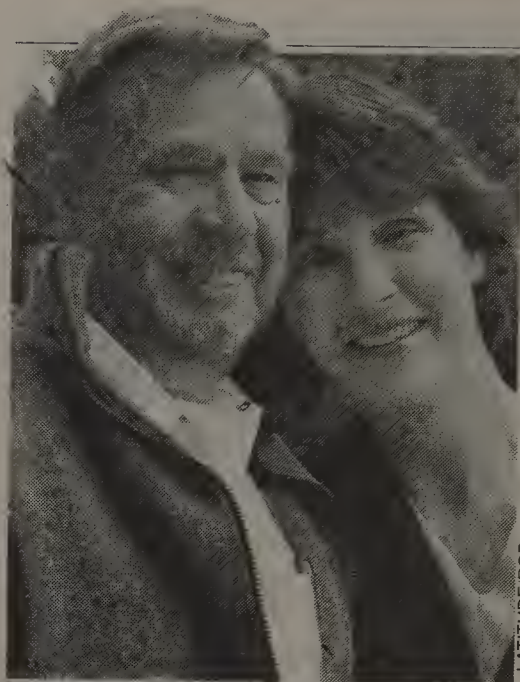
MULTIHULL — 1) **Cinco Loc**, Corsair 28; 2) **Hot Flash**, Corsair 28; 3) **Double Trouble**, Catana 582. (10 boats)

OVERALL — 1) **Holy Toledo**; 2) **Sea Turtle**; 3) **W.J.** (29 monohulls)

Berkeley Midwinters

The jinx continued on Berkeley YC's popular Saturday Series on January 11. After poor attendance at the November race (due to lousy weather and a power outage in Pt. Richmond that kept drysailed boats on their trailers) and a weather cancelation in December (high winds), you'd think this series was due for a break.

It didn't happen. Despite 117 boats milling around the Berkeley Circle (including our photo boat for an hour and a half), the wind refused to fill in. Finally, at 1:20 p.m. — almost two hours later — the first gun was fired and the fleet was sent off



Nice 'Attitude' — New Express 27 owners Soren and Liga Hoy won the BYC Midwinters in their first time out!

on a stunted 4.8-mile course to 'F'.

"This wasn't an ideal choice," admitted race co-chair Bobbi Tosse, "but since 'G' had gone 'walk about' in mid-December, it was the best we could do. Anyway, it probably didn't really matter what course we used, as the wind died and switched around to the east in mid-sequence."

After four starts, the RC called another timeout while waiting for the wind to make up its mind. When the wind did return, it was a spinnaker start for the remaining divisions. Nine boats finished before the last classes started, adding to the mayhem. "It was verrrry interesting!" joked Tosse.

If BYC awarded a Boat of the Day trophy, it would have surely gone to Soren Hoy's new Express 27 *Attitude Adjustment*. Sailing with his wife Liga, driver Scott Easom, Gilles Combrisson (a Moore 24 owner and employee of Easom Rigging), and Tim Deschamps, Hoy was "surprised and pleased" to top the competitive 19-boat fleet in his debut. His boat, hull #1, was bought from England and recently upgraded by Easom with distinctive white windows, a custom deck layout, and other go-fast tricks. The boat is currently sailing with tired 10-year-old sails, though that should change soon.

"I had so much fun working on this project that I'm now looking for an Express 27 of my own," claimed Easom.

Fortunately for the sanity of the race committee, Sunday's race was just about perfect. With a nice 10-knot southeasterly blowing, 39 boats sailed the traditional 8.8-mile Olympic Circle course using 'D' as the axis. "All boats finished by 2:15, and the sun even peeked out for awhile," said Tosse. "It was a piece of

cake!"

The BYC Midwinters conclude on February 8-9, followed by the Champion of Champions (for the top three finishers in each division only) on February 23. Almost every division is still up for grabs, as a throwout was added to both Series due to the woes of the first two weekends.

SATURDAY, JANUARY 11:

DIV. A (0-99) — 1) **Advantage 3**, J/105, Pat Benedict; 2) **Summer Moon**, Synergy 33, DeVries/Pohl; 3) **AFM**, Hobie 33, Oliver Coolidge. (5 boats)

DIV. B (102-159) — 1) **Synchronicity**, Olson 25, Stephen Smith; 2) **Fast Forward**, C&C 34, Michael Dungan; 3) **Peg 'O My Heart**, Ericson 35-3, Steve Wert. (8 boats)

DIV. D (162-195) — 1) **Tinseltown Rebellion**, J/22, Cam Lewis; 2) **El Gavilan**, Hawkfarm, Nick Nash; 3) **Lelo Too**, Tartan Ten, Emile Carles. (7 boats)

DIV. E (198-up) — 1) **Ypso**, Cal 2-27, Tim Stapleton. (3 boats)

SF 30s — 1) **Ixxis**, Olson 911-S, Ed Durbin; 2) **Takeoff**, Laser 28, Joan Byrne; 3) **Tortuga**, Santana 30/30, Steve Hutchison; 4) **Redux**, Olson 911-S, Nick Barnhill; 5) **Vent Vitesse**, J/30, Tony Castruccio. (14 boats)

OLSON 30 — 1) **Corsair**, Don Newman; 2) **Family Hour**, Bilafer Family; 3) **Think Fast**, Helmut Zarth. (7 boats)

WYLIECAT 30 — 1) **Silkye**, John Skinner. (3 boats)

NEWPORT 30 — 1) **Zeehound**, Gary Boell; 2) **Harry**, Dick Aronoff. (5 boats)

ANTRIM 27 — 1) **Arch Angel**, Bryce Griffith/Jim Antrim; 2) **Nemesis**, Martson/Shortman; 3) **Czechmate**, Mark Hlubucek. (8 boats)

EXPRESS 27 — 1) **Attitude Adjustment**, Soren Hoy/Scott Easom; 2) **Maximus**, Joshua Graß; 3) **Expressway**, "no entry yet"; 4) **New Wave**, Buzz Blackett; 5) **Flying Circus**, Gene Ryley/Dave Hodges; 6) **Bobs**, Leeds Disston; 7) **Baffett**, Bassett/Baffico; 8) **Motorcycle Irene**, Will Paxton. (19 boats)



2003 Puerto Vallarta Race Entries

<u>Yacht</u>	<u>Design</u>	<u>Owner</u>	<u>Rating</u>	<u>Yacht Club</u>
RACING DIVISION				
PHRF-AA (starts Friday, 2/14)				
<i>Pyewacket</i>	R/P 75	Roy E. Disney	-153	Los Angeles
PHRF-A (starts Thursday, 2/13)				
<i>Sorcery</i>	Mull 82	Jake Wood	-48	California
<i>Locomotion</i>	Andrews 45	W. & M. Lincoln	-45	South Shore
PHRF-B (starts Wednesday, 2/12)				
<i>Horizon</i>	SC 50	Jack Taylor	-3	Dana Point
<i>Atalanta</i>	Tripp 74	Richard Hedreen	0	Corinthian
<i>Zamazaan</i>	Farr 52 cust.	Chuck Weghorn	6	St. Francis
<i>Black Knight</i>	Farr 39	Phil Friedman	15	Del Rey
<i>Ghost II</i>	Farr 395	Al Berg	30	Santa Monica Windj.
SALSA DIVISION				
SPINNAKER (starts Friday, 2/7)				
<i>Amazing Grace</i>	Farr 55	Allen Puckett	0	California
<i>Gold Digger</i>	N/M 50	David Fell	12	Seal Beach
<i>Broadway Babe</i>	C&C 110	Jim Maslon	54	Del Rey
<i>Cheyenne</i>	Whiting 49	A. Blunt/D. Fox	66	Calif./Santa Cruz
<i>Between the Sheets</i>	Jeanneau 52.2	Ross Pearlman	78	Santa Monica Windj.
<i>Misty</i>	Cal 39-2	Harold Alexander	114	Seal Beach
<i>Magic</i>	Peterson 44	Thayer Ridgeway	123	San Diego
NON-SPINNAKER A (starts Friday, 2/7)				
<i>Quest</i>	Davidson 53	Scott & Jean Adam	51	Del Rey/California
<i>Quamichan</i>	Davidson 44	Sandy Clark	60	So. Coast Corinthian
<i>Sunseeker</i>	Tayana 55	Alfred Benaroya	72	Seattle
NON-SPINNAKER B (starts Friday, 2/7)				
<i>Seaker II</i>	Farr 33	Wes Stone	102	Cabrillo Beach
<i>Fly'n Bry'n</i>	Catalina 42	Jerry Bryan	105	American Legion
<i>Principessa</i>	Newport 41S	Gregory Daley	105	Del Rey
<i>Firelight</i>	Catalina 470T	Patrick Mickle	105	Dana Point
<i>Valerie K</i>	Columbia 43	Ron Hoskin	117	Hawaii

boats)

MERIT 25 — 1) *Bewitched*, Laraine Salmon; 2) *Chesapeake*, Jim Fair; 3) *Hydropathy*, Kit Wiegman. (7 boats)

MELGES 24 — 1) #511, "no entry yet"; 2) #525, Bill Wright. (6 boats)

ULTIMATE 24 — 1) #3, Jeff Barkeley. (3 boats)

MOORE 24 — 1) *Moorigami*, John Siegel; 2)

Sparrow Hawk, "no entry yet". (6 boats)

J/24 — 1) *Half Blind Monkey*, James Zervos; 2)

Frogflips, Richard Stockdale; 3) *Phantom*, John Gulliford; 4) *Jam Jam*, Neal Ruxton. (10 boats)

SUNDAY, JANUARY 12:

DIV. I (0-99) — 1) *Racer X*, Mumm 30, Gary Redelberger; 2) *Sleeping Dragon*, Hobie 33, Mark Halman. (5 boats)

DIV. II (102-165) — 1) *Blazing Saddles*, Olson 25, Derik Anderson; 2) *Clean Sweep*, Olson 25, Tom Nemeth; 3) *Bay Loon*, J/29, Joe Ferrie. (9 boats)

DIV. III (168) — 1) *Half Blind Monkey*, J/24, James Zervos; 2) *Casual Contact*, J/24, Edward Walker; 3) *Chesapeake*, Merit 25, Jim Fair. (7 boats)

DIV. IV (171-up) — 1) *Latin Lass*, Catalina 27, Bill Chapman; 2) *Antares*, Islander 30-2, Larry Telford; 3) *Starkite*, Catalina 30, Laurie Miller. (7 boats)

OLSON 30 — 1) *Hoot*, Andy Macfie; 2) *Family Hour*, Bilafer Family. (5 boats)

EXPRESS 27 — 1) *Bobs*, Leeds Disston; 2) *Dianne*, Katzman/Hodges. (5 boats)

Complete results — www.berkeleyyc.org

South Bay YRA Midwinters

Just four boats in the 21-boat fleet managed to finish the third race of the South Bay YRA midwinter series, held in little to no breeze on Saturday, January 4 — the same day the concurrent Golden

Sign of the times — Chuck Weghorn's familiar Farr 52 'Zamazaan' is the only Bay Area boat racing to Mexico this winter.

Gate YC Midwinters were abandoned on the Cityfront due to an even worse wind drought. At least it was warm (mid-to-upper 60s) and sunny that day.

The boats that stuck out the one-leg, shortened course — and therefore won — are listed below. "How they managed to move their boats with no wind in their sails is the stuff of legend and alchemy," marveled race chairman Robert Hu. "It was a real test of the sailors' skill, patience

and, most of all, beer cooler capacity!"

After only one finisher in the December race, and just four in this one, the SBYRA series is now running about dead even with Berkeley YC's Saturday Series for this year's title of "Unluckiest Midwinter Regatta." The SBYRA series continues on February 1, and things can only get better. See <http://sbyra.home.attbi.com> for the rest of the story.

BIG SPINNY — 1) *Windwalker*, Jeanneau 36, Jim Benson. (8 boats)

LITTLE SPINNY — 1) *Lone Ranger*, Ranger 24, Roger Anderson; 2) *Summertime*, International Folkboat, Luther Izmarian. (8 boats)

NON-SPINNY — 1) *Chablis*, Cal 25-2, Dave Few. (5 boats)

Jack Frost Series

After taking the month of December off, Encinal YC's Jack Frost Series got underway again on the chilly day of Saturday, January 18. A total of 44 boats enjoyed a nice day on the T.I./Central Bay race track; as a brisk 15-20 knot northerly pushed the one design fleets around a triple windward-leeward course while the PHRF boats did a more traditional triangle, windward-leeward.

According to EYC Rear Commodore Steve Reinhart, who sails the Antrim 27 *Cascade* with his wife Laraine, "It was windy enough that there were some spectacular wipeouts, as well as a few retirements. Some boat parts suffered, but it was basically a great day of racing."



LATITUDE/JR

THE RACING

The series is now half over, with two more race days scheduled for February 15 and March 15. Four boats have perfect scores (i.e., two bullets) to date — *Mr. Magoo*, *Jarlen*, *Bald Eagles* and *Talisman*.

DIV. I (<100) — 1) *Bodacious*, Farr One Ton, Clauser/Tosse. (3 boats)

DIV. II (101-177) — 1) *Wile E. Coyote*, Express 27, Dan Pruzan; 2) *Hamburger Haus*, Olson 25, Jens Jensen; 3) *Eclipse*, Hawkfarm, Fred Hoffman; 4) *Chesapeake*, Merit 25, Jim Fair; 5) *Polaris*, Alerion Express, Chris Noe. (13 boats)

DIV. III (178-up) — 1) *Talisman*, J/22, Gary Albright; 2) *Missy B*, Catalina 30, Russell Calvery. (5 boats)

J/120 — 1) *Mr. Magoo*, Steve Madeira; 2) *Jolly Mon*, Mark Bowman; 3) *Twist*, Timo Bruck. (7 boats)

J/35 — 1) *Jarlen*, Bob Bloom; 2) *Jammin'*, Steve Klein; 3) *Fast Lane*, John Wimer. (6 boats)

ANTRIM 27 — 1) *Cascade*, Laraine McKinnon; 2) *Nemesis*, Martson/Shortman. (4 boats)

J/105 — 1) *Bald Eagles*, Paul/Liggett. (3 boats)

MELGES 24 — 1) *Smokin'*, Kevin Clark. (2 boats)

Full results — www.encinal.org.

Race Notes

Heading south: Del Rey YC's 17th biennial **Puerto Vallarta Race** has attracted 8 racing boats and 15 performance cruis-

LATITUDE/JR



Brrrrrr! The Alerion Express 28, 'Arabella' chases sistership 'Polaris' in EYC's appropriately-named Jack Frost Series.

ers for next month's 1,125-mile race (see entry list on previous page). All eyes will be on Roy Disney's R/P 75 *Pyewacket*, as she attempts to add that course race record (4 days, 23 hours, set by the Mac 65 *Joss* in '85) to her long list of accomplishments. The Bay Area will be represented by Chuck Weghorn's venerable 1980 Farr 52 *Zamazaan*, which will be

crewed by Biz Obley (navigator), Jeff Overfield, Duke Jones, Stu Wright, Chuck Cunningham, Barbara O'Leary, Ben Haket, Gary Briber and one or two others yet to be named.

The *Zamazaan* gang plans to stick around in P.V. for the inaugural **Puerto Vallarta Race Week**, a five-race series of races around Banderas Bay similar to MEXORC, which is now a biennial event occurring in even-numbered years after San Diego YC's race, which will finish at

Coastal Cup Returns to Catalina



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LATITUDE ARCHIVES

Stan Honey — of 'Pyewacket', 'PlayStation' and Cal 40 fame — is now part of a team trying to develop a new international rating rule.

Honor roll: The Olympic Sailing Committee of US Sailing recently recognized Laser sailor **Andrew Campbell** (San Diego/Georgetown Univ.) and Laser Radial sailor **Paige Railey** (Clearwater, FL) as their 2002 Male and Female Athletes of the Year. The Team of the Year award went to Yngling campaigners **Betsy Alison** (Newport, RI), **Lee Icyda** (Stuart, FL) and

Suzy Leech (Avon, CT/Annapolis).

Volunteers of America: US Sailing recently announced two delegates — Great Lakes IMS guru Peter Reichelsdorfer and Palo Alto's **Stan Honey** — and a technical advisor, naval architect Jim Teeters of Newport, RI, to join a new ISAF Working Party to begin developing a **new international grand prix rule**. Currently, IMS is the only international rating rule — and it is wheezing through its death throes. In its place, club rules like IRC (which the Admiral's Cup has adopted) and Americap are slowly starting to find favor, but these are regional rules. According to US Sailing's press release, "Grand Prix competitors in several countries have quietly begun seeking answers and solutions, and the Working Party was created to coordinate their efforts with the goal of developing a worldwide Grand Prix system." It's a tall order, and we wish them luck — the Party members will surely be nominated for sailing sainthood if they succeed.

Random race results: GGYC was forced to abandon its **Seaweed Soup Midwinters** on Saturday, January 4, due to lack

Las Hadas, Manzanillo, again in '04. MEXORC, which we suspect will be sailed out of Las Hadas next time as well, was unable to sustain itself on an annual basis after 27 years in business — which has a lot of people wondering if PV Race Week is a viable concept. Check out www.dryc.org to learn all about the PV Race, as well as PV Race Week.

Things change: The S.F. Bay Folkboat Association's **Wednesday Night Series** for Folkboats, Knarrrs and IODs has shifted venues after 40 years, moving from the Golden Gate YC a few hundred yards west to its new host, St. Francis YC. Regatta developer **Sean Svendsen** explained, "The StFYC starting line is shorter than GGYC's, which is more conducive to the class sizes racing in the series. Also, the ability to adjust the west/east positioning of our starting line from the race deck will help accommodate for variations in wind direction. And, if that isn't enough, my dad Svend will be PRO, which should provide ample amusement."

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THE RACING

of wind. Seventy-six boats in 11 classes had been basically going nowhere for about an hour and a half when the club mercifully fired off three guns... In early January, **Tracy Usher** continued his dominance of the Perry Cup, a Mercury series hosted by MPYC. Luckily for the Mercury class, Usher spends most of his time campaigning Lasers, as well as working as North American VP of that class. . . Class winners at the 22-boat **Alameda YC Midwinters** on January 12 were *Buzz Light Year*, *Cheater*, *Noble Lady*, *Dominatrix* and *MiAmour*.

After being blown out by too much wind in December, **Lake Merritt SC's Robinson Midwinters** finally got underway on January 11. Twenty-two El Toros raced under gray skies and in steady southerly breezes, with **Rogan Kreidt** coming out on top of the 17-boat Junior fleet. David Liebenberg and Max Fraser tied for second, followed by Peter Jesberg and David Eva. Fred Paxton won the first two races in the five-boat Senior fleet, but capsized in the third race, allowing Bob Hrubes to win the day. . . The five-boat **Farr 40 Midwinters** (one race on Saturday, January 4, and five on Sunday,



Morgan Gutenkunst was happy to become the second recipient of the Winton Award.

January 5) were won by Dick Watts and Tom Thayer's **Non Sequitur** on the 'first' day and Rob Weed's *Wired* the 'second'. *Non Sequitur* continues to lead the series after three of five scheduled weekends, with *Wired* moving into second ahead of Peter Stoneberg's *Shadow*.

High honors: Mill Valley 29er/Splash sailor **Morgan Gutenkunst**, age 16, was named the second winner of the Belved-

ere Cove Foundation-administered **Winton Award**, emblematic of San Francisco YC's top youth sailor. Morgan, whose crowning achievement last year was taking third (out of 87 boats) at the Splash Worlds in England, received \$1,000 with the award, a stipend intended for advancing his blossoming sailing career.

Versatile dinghy campaigner **Molly Carapiet**, an 18-year-old freshman at Yale, is this year's **Scott Harris Perpetual Memorial Trophy** winner, an honor that comes with a \$500 cash stipend. Molly is a member of SFYC, StFYC and Yale Corinthian YC. The Harris Trophy, formerly administered by the now-defunct San Francisco Sailing Foundation, is awarded annually by the Belvedere Cove Foundation to the Bay Area young adult (under 24) who exhibits outstanding sailing skills and good character.

Sale boats of the month: Fresno YC member **Steve Norcross**, whose most recent boat was the Tripp 40 *Magic*, is the proud new owner of the Express 37 *Einstein* (ex-Espresso). . . **Roger Groh**,



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BOB NAGY

Optimistic sight — A gaggle of Optis at the Orange Bowl Regatta on Key Biscayne Bay.

Indigo (#31). Peter Johnson's new-to-him Maitri (ex-Stark Raving Mad) and Myron Lyon's Innocent Merriment are the other two, and there is talk of several 160s doing the TransPac.

The envelopes, please: Non-resident member **Michael Illbruck** and **John Kostecki** shared 2002 Yachtsman of the Year honors at St. Francis YC, a fitting honor after

dominating the Volvo Around the World Race last year. Olympic Europe campaigner **Krycia Pohl** was StFYC's Yachswoman of the Year, and **Trevor Bozina** was named Junior Sailor of the Year. **Paul Cayard** was named the outstanding small boat sailor for his Star campaign; **Jim Kiriakis** was honored with the Manny Franzel (top volunteer); and longtime racer **Dewey Hines** and his wife Darlene were named Cruisers of the Year.

Optimistic news: "It is hard to imagine how the sailing experience of 182 Optimist sailors could have been any better at the **Orange Bowl Regatta**, held December 26-30 on Biscayne Bay, Florida," claimed SFYC's Bob Nagy, an unabashed Opti supporter. At least three of the kids in attendance at this impressive event were from the Bay Area: 9-year-old Tanner Nagy ended up 8th in the 52-boat Green Division 9 (beginners), Josh Leighton was 11th in Red (ages 13-15) and Cody Nagy was 42nd in Blue (ages 11-12).

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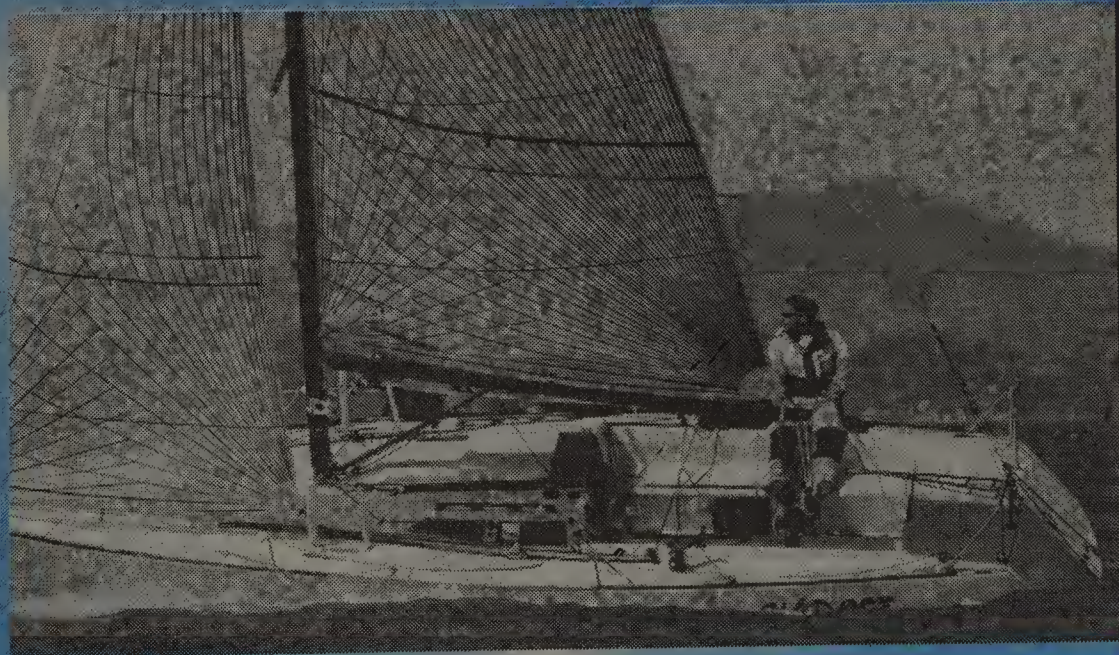
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THE RACING SHEET

pretty soon. This is the 50th anniversary of Fresno YC's popular **High Sierra Regatta**, with the centerboard boats taking the stage on July 12-13 and the keelboats (which now include six resident Olson 25s) on July 19-20. "We intend to celebrate in a big way," claims regatta co-chair Phil Minnehan. . . Meanwhile, at least three fun classes will be holding their **Nationals on Huntington** during the weekdays — Santana 20s (July 14-18), Moore 24s (July 21-23) and Mercuries (July 28-31). If we didn't have to work, we'd happily camp by the lake and sail for about a month straight! Check out www.fresno-yachtclub.org for details.

More sale boats: There are now **fourteen IACC boats for sale** (out of the 80 built) on www.iaccsf.com, all for around \$250,000. There's still enough time to buy one and join in the four IACCSF regattas scheduled on the Bay this summer, beginning with the **Sausalito Cup** on May 9-11. . . Alec Oberschmidt's new New Zealand-built custom R/P 50 **Staghound** is already winning races in her hometown of San Diego. Oberschmidt, who moved up from the Barnett 52 *Climax*, ordered a



Overdrive — Neville Crichton's R/P 90 'Alpha Romeo' may well be the fastest monohull afloat.

lively boat for PHRF racing, and the boat is currently living up to its -39 rating. . . First Mount Gay hats, now this —there was a Farr 40 (the RI-based *Passage*,

hull #17) listed on eBay at the end of January! Minimum bid was \$50k, walkaway price was \$180k. Hurry, it could be gone by now.

The *real* Joe Millionaires: The second **Millennium Cup Superyacht Regatta**, a 'warm up act' before the 31st America's Cup, will be sailed on February 10-13 on the Hauraki Gulf. About 50 big and very expensive yachts are expected to compete in the four-race series, including David and Carrie Thomson's IACC 70 NZL-20. **Mari Cha III**, Bob Miller's 147-foot Briand ketch, will be there to defend her line honors title in the first M-Cup. However, Neville Crichton's R/P 90 **Alfa Romeo** (née *Schockwave*) will be the boat to beat this time.

Alfa Romeo is fresh off winning line honors in the recent **Rolux Sydney Hobart Race**, where she set the second fastest elapsed time ever despite sailing in a neutered state (no water ballast, five ton heavier bulb). The boat will be unchained for this event, a configuration which Crichton claims allows speeds up to 35 knots! See www.millenniumcup.com for the latest on this glamfest.

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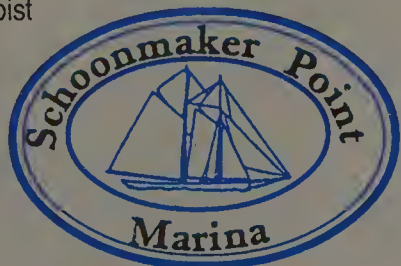
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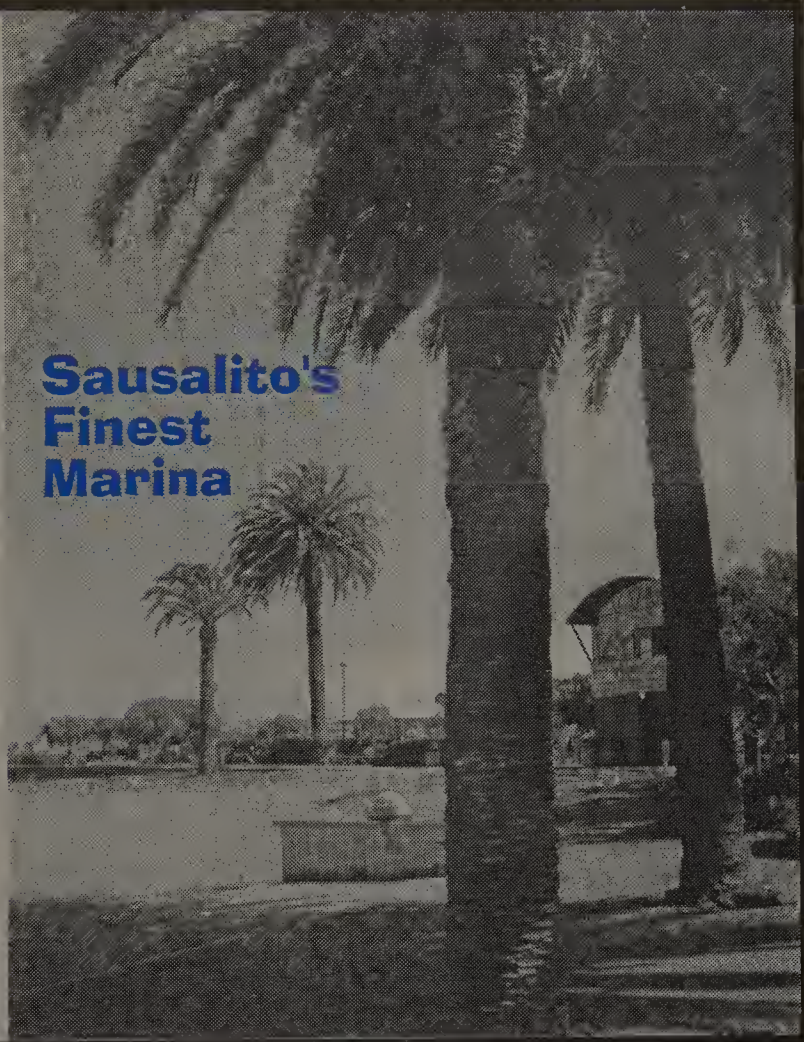
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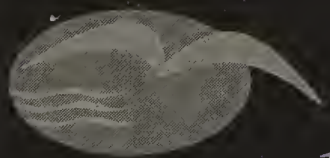
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With a special extended report this month on **Chartering in the Chesapeake**, a look at **Low-Cost Ecotouring in New Zealand** and miscellaneous **Charter Notes**.

Sweet Sailing & Spicy Crab Cakes — A Taste of the Chesapeake

Both San Francisco Bay and the Chesapeake Bay straddle latitude 38, both are among our nation's most popular sailing venues, and in both regions, late summer and early fall see the best sailing conditions. But there the similarities end.

While our Bay is renowned for blasting winds and chilly temperatures, even in the middle of July, midsummer in the Chesapeake is typically hot and humid, with light breezes. So, on the advice of several savvy East Coast sailors, my wife Julie and I scheduled our bareboat charter on the Chesapeake for mid-October, after most tourists had gone home, the air temperatures had mellowed and winds had increased to the 12 to 25-knot range.

Measuring 200 miles from its northernmost tip at the mouth of the Susquehanna River, to its Atlantic terminus between the Virginia capes, the

markable, yet fragile, ecosystem that annually produces tremendous quantities of Atlantic blue crab, oysters and other seafood.

A geographical marvel, the long, relatively narrow Bay was carved out by glaciers during the last ice age, then filled in when the ice sheets melted more than 10,000 years ago.

Today, sizeable cities such as Baltimore and Annapolis skirt the Bay's western shoreline, with the metropolis of Washington D.C. lying nearby, up the Potomac — one of six major rivers that drain into the Chesapeake from the west. Between the cities, numerous waterside villages and small towns punctuate the heavily-wooded landscape.

By contrast, the Eastern Shore (always capitalized as a distinct region) is a labyrinth of rivers, shallow inlets, mudflats and islands that would take months, if not years, to thoroughly explore — a gunkholer's paradise. Along the shore, towering loblolly pines, cedars, oaks and sweet gum trees shelter proud homes and estates, some hundreds of years old.

The entire region is awash in colorful history that dates back to our nation's earliest settlements. Remember the story of Jamestown's founder, John Smith, and his Indian guide, Pocahontas? They traveled these same waterways 350 years ago. Following in his tracks, came settlers of all stripes, who soon capitalized on the bounty of seafood found here. The Eastern Shore became the realm of hardworking "watermen" who, even today, brave all weather to bring their catch to market.

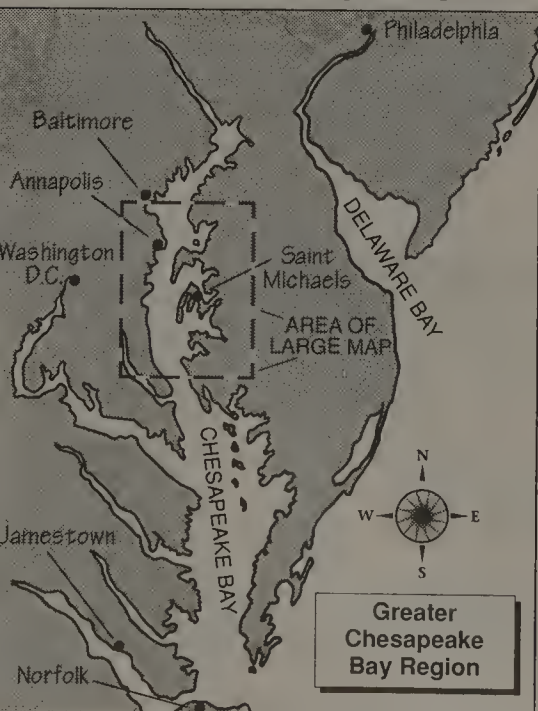
Perched along the Bay's western shoreline, an hour's drive from Washington D.C., Annapolis is one of the Bay's premier maritime centers. In addition to its pre-revolutionary architecture and cobblestone streets, this charming 17th Century city is home to the U.S. Naval Academy, as well as to many pleasure boat marinas, suppliers and boatyards. Not surprisingly, Sunsail chose to locate its U.S. corporate offices here as well as its Chesapeake charter base.

After a thorough checkout from two cheerful Sunsail staffers, we motored our

Hunter 450, Gizmo, out of Back Creek toward the open waters of the Bay. But no sooner had we passed the last marina berths when we were introduced to one



ANNAPOLIS & ANNE ARUNDEL CTY CONF. & VISITORS BUREAU



Chesapeake Bay is North America's largest estuary as well as one of its most fascinating cruising grounds. Although it has definitely been impacted by the encroachment of man-made infrastructure, the Chesapeake's vast complex of rivers, inlets, bays and sloughs comprise a re-

of the Chesapeake's principal hazards to navigation. The channel ahead of us was peppered with the floats of a zillion crab pots. After a few minutes of threading our way through this nautical obstacle course, it became obvious why sailing at night is strictly *verboten*. The region's other common hazard is running aground in the muddy shallows — something that virtually everyone does sooner or later. The average depth of the Bay and its tributaries is only 21 feet, and as the saying goes, "If you haven't run aground, you haven't been around."

Once out in deeper water, clear of the crab-pot minefield — these feisty crustaceans are generally found in less than 15 feet — we raised sail and glided out toward the center of the broad Chesapeake, enjoying the balmy autumn weather.

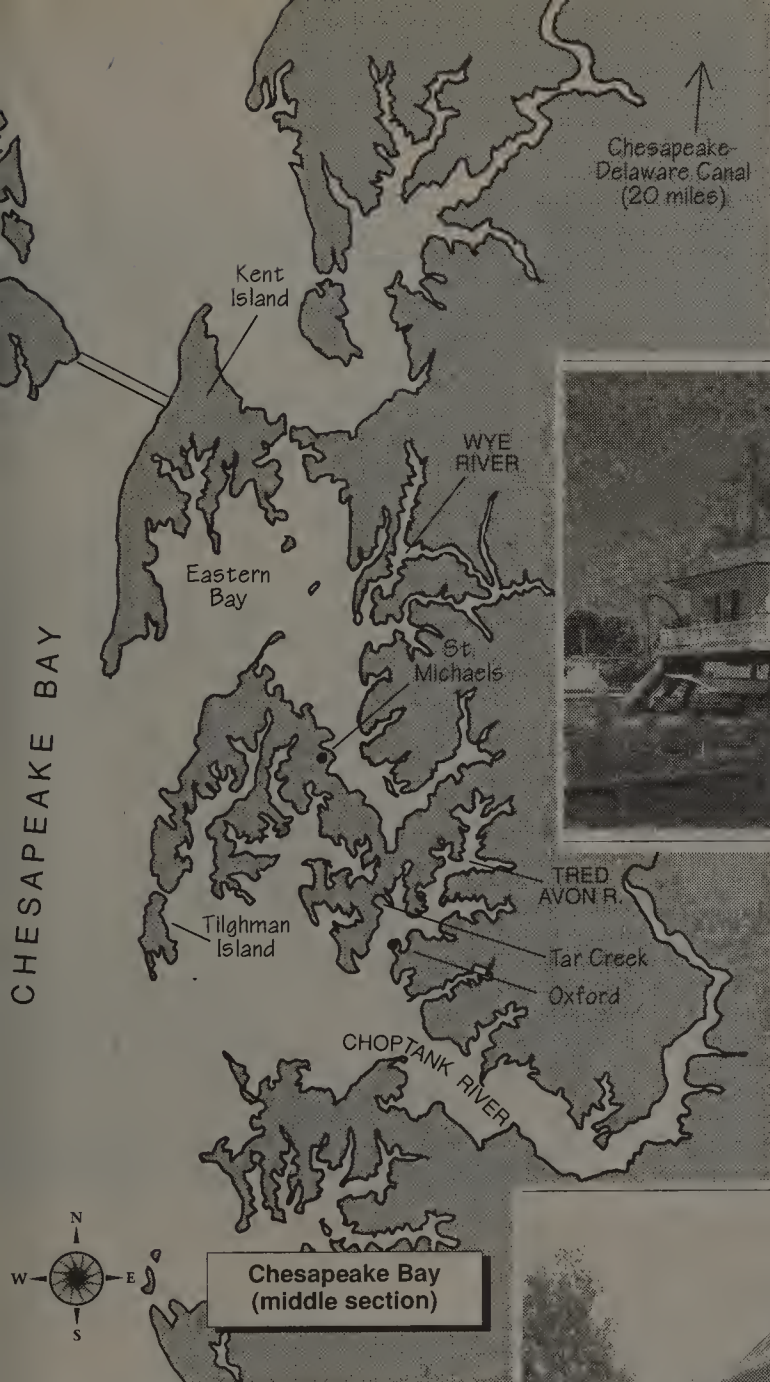
With only five days scheduled aboard the boat, we knew we'd only be able to get a taste of what Chesapeake cruising is all about, but we were determined to make the most of it. And while most of our itinerary was flexible, on day one we were definitely on a mission. Two old friends, Phil and Nancy, had insisted that

Baltimore
(10 miles)

Annapolis

Galesville

POTOMAC
RIVER



Clockwise from far left: Annapolis' historic downtown; visiting the Chesapeake Maritime Museum is sure to be enlightening; Sarah and Steve finally get out on the water; the town of St. Michaels may be touristy, but it's well worth a visit.

lifelong San Franciscans never get around to going boating on S.F. Bay, Sarah and her husband Steve have lived in D.C. for ages, but had never before experienced the serene magic of sailing on the Chesapeake. They were thrilled! As Sarah



ALL PHOTOS LATITUDE / ANDY



we sail to their waterside home on the Eastern Shore, promising to prepare us a feast of "the best crab cakes in Maryland."

As the crow flies, it's less than 20 miles from Annapolis to our friends' home on Tar Creek, but due to the maze of shallows along the way there, we had a 30-mile sail ahead of us. There were plenty of places to anchor if we ran out of sunlight, but we weren't about to pass up those fresh crab cakes. So we did our best to keep our heavily-laden charter boat moving by watching for shifts and avoiding holes in the wind.

Since it was a sunny Saturday, dozens and dozens of recreational sail and power boats were out enjoying the gentle breeze and flat waters, and as we worked our way south past Kent Island and the curiously-named Bloody Point Bar, we occasionally crossed paths with fishermen, tugs towing barges and an occasional freighter headed north to Baltimore.

Today, the shipping lanes, shallows

and headlands are all extremely well marked by buoys and lighthouses, making navigation relatively straightforward. But we could only imagine what it must have been like for the early explorers and settlers to find their way here. The low-lying geographical contours on both sides of the Bay look remarkably similar, and shallow stretches are by no means confined to the shorelines. Still, with a wee bit of coaching, it was no problem for our friend Sarah, a complete neophyte, to keep us on course toward the Choptank River mouth with an occasional glance at the GPS and the chart. Just as many

practiced her helmsmanship, Steve got out his guitar and serenaded us with bluegrass and hot licks. We were livin' large.

After several hours of nursing *Gizmo* along through shifting, moderate breezes, we passed Tilghman Island, then the Sharps Island lighthouse — conspicuous because it lists permanently 15° to the west, reminiscent of the Tower of Pisa — and entered the broad mouth of the Choptank River. As if on cue, the wind piped up to 18 knots and we finally got the old girl up on her heels doing hull speed on a beam reach. "Aha!" we thought. "We're going to make it to that crab feed after all."

As we were packing for the trip, Julie grabbed a copy of Michener's *Chesapeake*, volunteering to wade through the 865-page tome of historical fiction in order to enlighten our understanding of the area's rich history. By the time we entered the Choptank, she was well into it, and she suddenly realized that we were sailing over precisely the spot where



With our bellies full of Nancy's killer crab cakes, we felt like we were truly in the Chesapeake spirit.

Michener placed his fictional Devon Island, the principal setting of the book.

A few minutes later, we hardened up the sails and turned north to enter the Tred Avon River. Short-tacking up this narrow waterway — with one eye on the depthsounder — a lift brought us in close enough to shore that we could survey the proud colonial-era houses perched neatly along Oxford's tree-lined waterfront.

Tar Creek lay on the opposite side of the Tred Avon, but with its depth charted at only six feet, we weren't about to en-

Once a rough fisherman's hamlet, St. Michaels today is an idyllic seaside village with the Chesapeake Maritime Museum at its center.



ter without a little local knowledge. A cell phone call to Phil and Nancy brought them out in an escort boat to guide us through the muddy shallows. Threading

our way between two opposing sandbars, we made our way to their dock as the sun sank behind the treetops. Snow-white egrets idled along the grassy shoreline, while towering cedars swayed in the gentle breeze. It was a scene right out of *Gone with the Wind*.

As advertised, Nancy's crab cakes were the best we'd ever tasted: big chunks of delicate crab meat in a matrix of bread crumbs, eggs, and various secret ingredients — a little bit sweet, yet a little bit spicy. Um, ummm!

The next day we all went by land to the idyllic seaport of St. Michaels, on the opposite side of the peninsula, where a festival of sail was underway. As picturesque as Disneyland's Main Street, the two-story, wooden homes and shops of this charming, 220-year-old village have been carefully maintained in their original styles. But the big draw for both sailors and lubbers alike is the Chesapeake Bay Maritime Museum where visitors get a quick education about the town's heritage as a shipbuilding and seafood processing center. Excellent interactive displays give visitors a sense of the rugged lifestyle endured by the traditional Chesapeake watermen, and an appreciation for the backbreaking labor involved in crabbing and oystering. It all reminded us of a favorite passage from Michener's *Chesapeake*, a description of one of the early watermen: "He was 42 years old, extremely thin, bearded, barefooted, dressed in two rough garments which



ALL PHOTOS LATITUDE / ANDY

these moved awkwardly, banging against his raw hipbones. He wore no hat, but since he was taller than most men, his shaggy head was prominent, bespeaking a rough kind of leadership."

In addition to climbing up into the 120-year-old Hooper Strait Lighthouse (which was moved here in 1967), our favorite part was checking out the recently-refurbished skipjacks. With flat bottoms and extremely shallow draft so they can navigate into the shallows where oysters congregate, they are the last commercial fishing craft on the continent powered by sail. (Oystering under power is illegal.)

After soaking up all the knowledge about crabbing, oystering and indigenous log sailing canoes that our little gray cells could absorb, we bid goodbye to Steve and Sarah — busy Washingtonians who could spare no more time for recreation — and set out to take Phil and Nancy sailing up the Tred Avon.

Despite the guidance of two sets of locals in powerboats who professed to know the way out of Tar Creek, we got firmly stuck in the soft, goopy mud, completing the rite of passage, so to speak, that all Chesapeake boaters eventually endure. Having sailed extensively in the tropics, where a grounding can have disastrous consequences, we were a bit stunned at first. But unlike the hull-

fitted him poorly, and quite dirty from months at sea. He wore no belt, but the rope that held up his trousers also held two pistols, and when he slouched along,

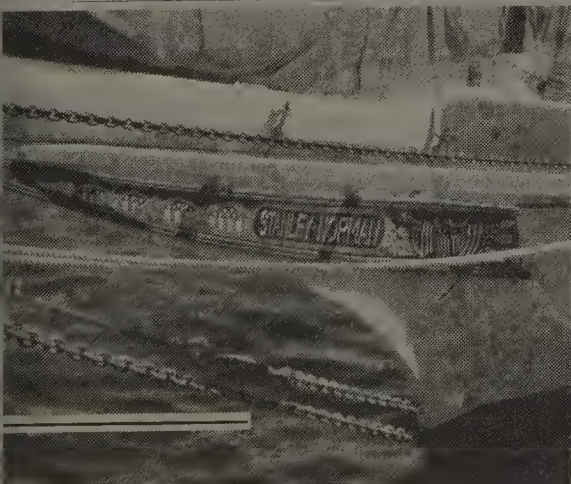


On the waterside land where plantations once flourished, fine homes now stand with private docks — like Phil and Nancy's.

wrenching terror of grounding on a coral reef, the Chesapeake's silty goo is completely benign and nonthreatening. And, according to the guidebooks, there are few, if any, submerged rocks to worry about either. No wonder all the locals are so nonchalant about going aground — and no wonder there are so many towing companies.

Today, the twisted fingers of the Tred Avon take you past forested headlands and expansive estates where slaves once tilled the rich soil to grow tobacco for European connoisseurs. With a light

The Chesapeake Maritime Museum is currently renovating all the surviving skipjacks. The time-honored design has been used for generations.



breeze blowing downriver, we short-tacked upstream as far as our keel's depth would allow, then did an about-face as the sun began to sink. At dusk we anchored for the night in front of Oxford's charming waterfront with three other sailboats, as the sky turned pink and migrating geese soared overhead.

Ashore, we walked up the quiet main street of this storybook town and had a nightcap at what seemed to be the only business open after dark, a popular restaurant named — ironically enough — Latitude 38. We bid goodbye to Phil and Nancy and rowed back to the boat, beneath a clear sky, speckled with constellations.

As we studied the chart in anticipation of the next day's 30-mile trip to the Wye River, we hoped for a stiff breeze and wondered if there was anything we could do to trim the big Hunter for a faster passage. "I know," I said, excitedly, "take a bath!" With 200 gallons of water on board as well as 200 gallons of diesel, it was no wonder Gizmo had felt a bit sluggish on the way here — somewhat akin to sailing a cistern. Built into one of the two shower stalls, the 'tub' became one of our favorite features on this roomy, three-cabin boat.

Before setting sail the next morning, we did a bit more exploring ashore, having read that Oxford is one of the oldest

towns in Maryland. Founded by the British in 1683, it was one of only two ports of entry for incoming international goods until the American Revolution. Since then, it has endured several long boom-and-bust cycles, and today it survives as a charming village of boatyards, small marinas and smartly-renovated vintage homes, some of which now operate as B&Bs.

Thankfully, the morning breeze had piped up to 15 knots as we set sail down the Tred Avon. By the time we rounded the leaning Tower of Pisa again and nosed out into the central Bay, we had a rompin' San Francisco-style breeze of 20 to 25 knots, and were loving it. After two hours of beating to windward we'd passed good ol' Bloody Point and were following the buoys into Eastern Bay.

Our destination, the Wye River, lay only a few miles to the northeast, although it was anything but a straight shot to get there. We first had to sail north, then almost due south, then north again, following a series of clearly-marked channel buoys. You definitely want to keep a chart close at hand here, as depths outside the channels are often in single digits.

As the sunlight faded, we motorsailed a short way up the Wye and dropped the hook in Shaw Bay, a broad crescent with a stately mansion perched on the deep-

A bathtub on a sailboat? This Hunter 450 center-cockpit design had one, and we have to admit, it was a luxury we soon got used to.



green lawns of its western shoreline. It being a weekday, we shared the anchorage with only two other boats, yet it could probably hold a hundred. The air was crisp and clear that night, with brilliant



stars glistening in the heavens and 20 knots of breeze that continued until dawn.

We'd heard from several local sailors that the Wye River delta is one of the most picturesque sections of the Chesapeake, so we were determined to check out as much of it as possible the next morning. Given enough time, and a boat with shallow-enough draft, it is possible to follow the river's winding forks in a complete loop around Wye Island, which is largely uninhabited except by furry critters and waterfowl. Locals know, however, that somewhere on the island is a secret retreat where heads of state

"I'll take that one," said Julie as we idled down the Wye River. What was she thinking? It didn't even have its own duck blind.

Distinctive 'cottage style' lighthouses like this one, just outside Annapolis, are a common site. Their pilings are literally screwed into the mud.

occasionally come to talk shop. Allegedly, Elian Gonzales was cloistered away there briefly after his 'liberation'. But none of that was of much interest to us. We just wanted to gunkhole along, soaking in the unspoiled natural beauty of the area.

Motorsailing with chart in hand, we threaded our way as far upriver as we dared until our keel gently kissed the mud, then slowly retraced our route, riding a gentle breeze most of the way to the rivermouth. On the inhabited side of the river, fine homes are perched in picture-perfect settings, surrounded by acres of green lawns and shade trees. Most have private docks as well as their

own personal duck blinds. During our exploration of the Wye, we saw only three other sailboats and a few fishermen in open skiffs.

Sadly, the clock was ticking on this peaceful charter. This was to be our last night aboard, so we scanned the chart for an anchorage on the western shore that would allow us to return the boat by the next afternoon. The West River area, lying just a few miles south of Annapolis, seemed like an ideal choice.

Working our way back to the central Bay, we passed a dozen or more modern-day Chesapeake watermen tending their crab pots in the shallows or carefully repairing their gear, undoubtedly employing the time-honored techniques of their forefathers. Even those who don't make their livings on the water here seem to be saturated to the bone with nautical lore and are immensely proud of the region's maritime legacy.

We were a bit sad to be leaving the tranquil Eastern Shore for the 'civilization' of the western side, but then, as the afternoon wore on, all we could think about was a nice meal ashore featuring fresh Chesapeake seafood.

West River and Rhode River converge as they meet the Chesapeake, creating a broad rivermouth. As you enter it, if you didn't know better, you'd probably cut a beeline straight to your destination, but you'd quickly be hard aground. While not at all threatening visually, the channel into West River, which gives access to several waterside villages, is extremely shallow except in the dead center. Nevertheless, we managed to avoid embar-



rassing ourselves with another grounding, and set the hook in about eight feet of water, in front of 'down-town' Galesville. It's a quaint little village that — like everything else in these parts — dates back to the colonial days. We rowed ashore and asked a local gent which of the town's two waterside eateries had the best seafood. He steered us toward the Steamboat Landing Restaurant, where we had a final seafood feast — al-

though the crab cakes couldn't compare with Nancy's.

Ominous rain clouds filled the sky the next day as we sailed back to Annapolis, and we realized we'd timed our trip perfectly, turning the boat in shortly before the deluge. We'd thoroughly enjoyed our mini-tour of the area, and we vowed to return again soon and explore further afield. While sailing in the Chesapeake may not be an ample substitute for some tropical paradise, it's a place every American sailor should visit at least once, as its waterways are intrinsically intertwined with our national heritage. In addition, the sailing — at least in late summer and fall — is quite good, the people are genuinely friendly and the lay of the land is absolutely incredible. But if you don't believe us, take it from Captain John Smith, the bay's principal 'discoverer': "Heaven and earth never agreed better to frame a place for man's habitation."

— latitude/aet

Readers — We poked a little fun at the sailing ability of the big Hunter 450, but if we'd wanted a higher-performance boat, we should have listened to our own advice and booked early. This boat, which, by the way, has a beautiful and extremely cozy interior, was designed for comfort, not performance. But she was the only boat available when we inquired about the trip two months ahead of our sailing dates. Be aware that Sunsail's fleet in Annapolis is relatively small as are the fleets of the mom-and-pop outfits in the area.

Ecocruzing in New Zealand's Bay of Islands

I want to report on a great sailing experience in the Bay of Islands, New Zealand.

Most of the smaller boats listed accommodations for six but generally required you to charter the whole boat. Our threesome booked on a 72-ft steel ketch, the *Manawanui*, with room for 12 guests, which departs Paihia every Tuesday and Friday for three day/two night trips.

The cost was only \$350 NZ (about \$150 US) per trip. There were no hidden costs or extras, but you did have to BYOB.

We were there in November (2001) which is the "shoulder of the high season," so it was still a bit cool. However, we did manage to see enough warm 'shorts and bathing suit' times to bring out the requisite 'eye candy' — a couple of attractive girls from Holland who displayed their bikini-clad figures whenever the sun peeked out from behind the clouds.

The Bay of Islands is a delightful area. We enjoyed swimming as well as interesting shoreside explorations, and I even had a stint at the helm.

John Zaeschmar, the low-key and ever-attentive skipper, arranged for fishing, snorkeling, kayaking, hiking, clamming and an excursion after "horse oysters."

We stayed in quiet anchorages at

As Malcolm points out, you don't have to spend big bucks to enjoy a few days of sailing in New Zealand.

night that were sheltered from wind and waves. Our crew allowed us to enjoy the bounty of the sea — an overabundance of good food — and we had wonderful companionship at the dinner table. The photo shows us all lining the rail reading seven months of *Latitude 38s* which — surprise — somehow emerged from my backpack. As the banner indicates, John emphasizes ecotourism and the natural beauty of the area. He doesn't compete for the younger set who he finds are often more focused on "beer and sexual adventurism."

After we disembarked at Paihia we visited one of the ever-helpful Tourist Information Centers to arrange for the next portion of our three-week visit to N.Z. They told us that they had never heard anything but high praise for John and his ecotours in the two years he has been running his program.

Keep up the good work, *Latitude*. I believe this is the kind of feedback that allows us, your loyal readership, to scope out areas we might wish to return to for more extended trips, or enjoy vicariously even if we cannot cut our mooring lines and escape the workaday world. (Captain John can be reached at jzaesehmar@hotmail.com.)

— malcolm sowers
sinaloa
emeryville

Charter Notes

As it's only February, you may be focusing a lot more on keeping warm, than on **summer sailing plans**, but now is



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If you've been pipe-dreaming about a sun-soaked Caribbean catamaran trip this summer, consider joining the HIHO Caribbean Passage.

the time to make decisions, get commitments from your sailing buddies and put down a deposit on the best boat to suit your needs — while it's still available.

As we often remind you, bareboat fleets in prime summer venues like **Maine**, the **San Juan and Gulf Islands**,

and the **Chesapeake** are relatively small, so the early birds get the... best boats.

Even in the **Caribbean**, where fleets are the largest on the planet, certain boat types book far in advance — especially **catamarans**. We hate to nag, but it's really true, even in this shaky economy.

Speaking of Caribbean catamarans, we're fine-

tuning our own summer plans, and have decided to tag along again on one of our favorite events, the **HIHO Caribbean Passage, June 19-28**. This one-directional, 10-day 'adventure cruise' aboard identical Bahia 46 cats begins at **Antigua** and island-hops up the Leeward Islands to the **BVI**, with stops at **Green Island, Barbuda, St. Barts** and **St. Maarten** along the way. A perfect blend of interis-

land sailing and recreating ashore, we think it's an ideal way to see the islands while experiencing the thrill of catamaran sailing. Most meals are ashore at fine restaurants. See www.hiho-bvi.com.

Another summer date to note is June 21, the longest day of the year, or summer solstice. On that date, over the last few years, a fledgling event has been gathering momentum called the **Summer Sailstice**. The idea is simply to get out and sail on that day — no matter where you are in the northern hemisphere — and celebrate the 'wonderfulness' of it all, as Bill Cosby used to say. Organizers emphasize that there are: "No rules, no fees, no regulations, no start time and no excuses."

Some resorts and charter companies are starting to get on the bandwagon by throwing special Summer Sailstice festivities. Two that come to mind are **Albatross Yacht Charters'** fete at Paros, Greece, and the **Bitter End Yacht Club's** shindig at North Sound, Virgin Gorda in the British Virgins. To join in the fun, wherever you'll be, register online at www.summersailstice.com and you may win a cool nautical prize.

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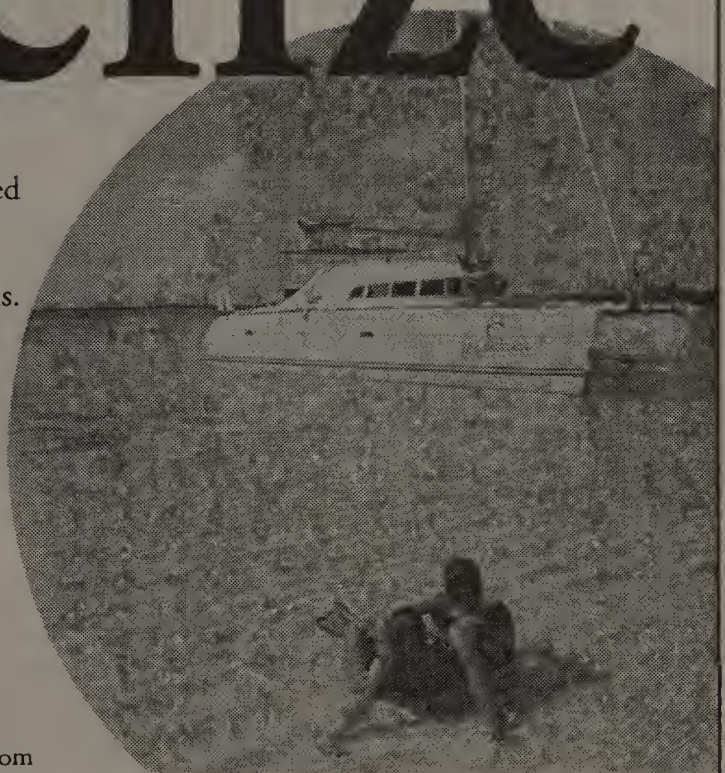
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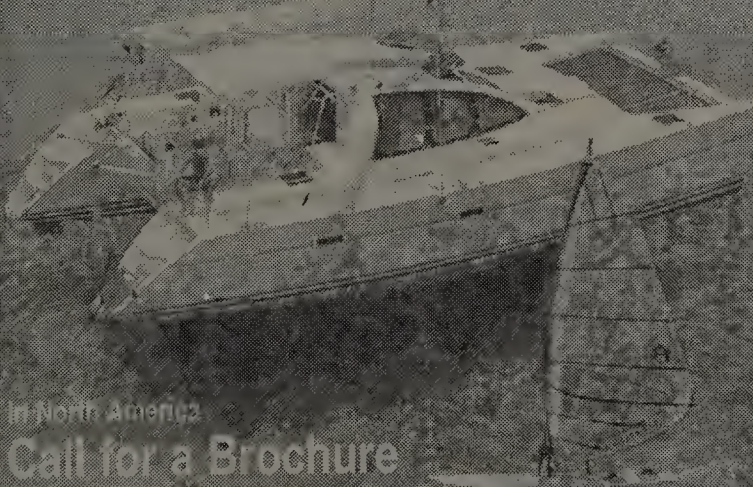
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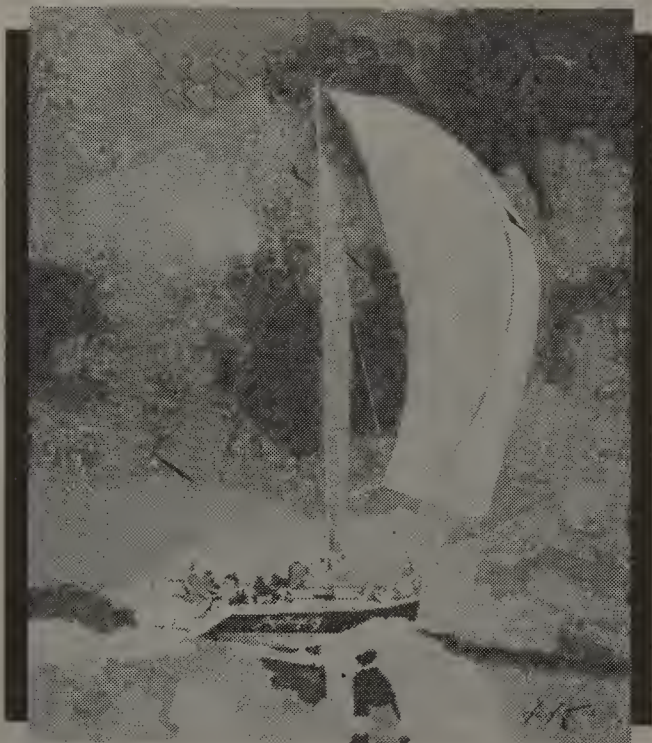


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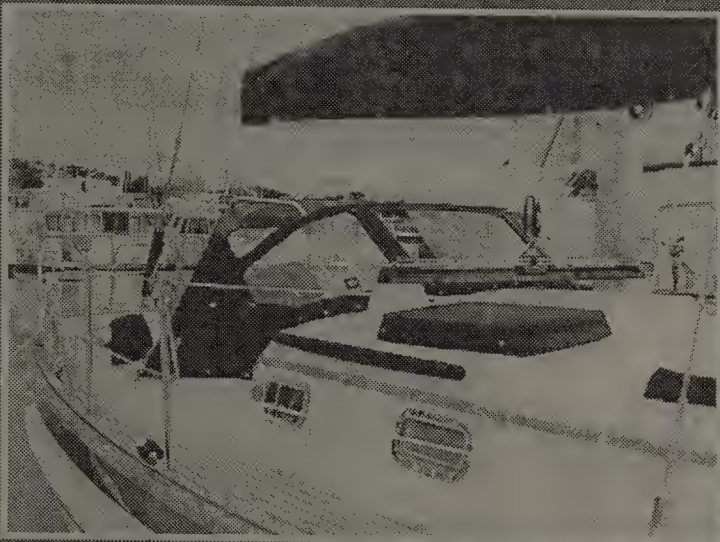
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CHANGES

With reports this month from **Viva** on a slithery situation in Costa Rica; from **Tai Tam II** on Bocas del Toro and Cartagena; from **Adagio** on a year in Tasmania and Australia; from **Mamouna** on Costa Rica; from **Willyflippit** on buying a cat in France, sailing the Med, and then crossing the Atlantic; from **Roxanne** in New Zealand; and **Cruise Notes**.

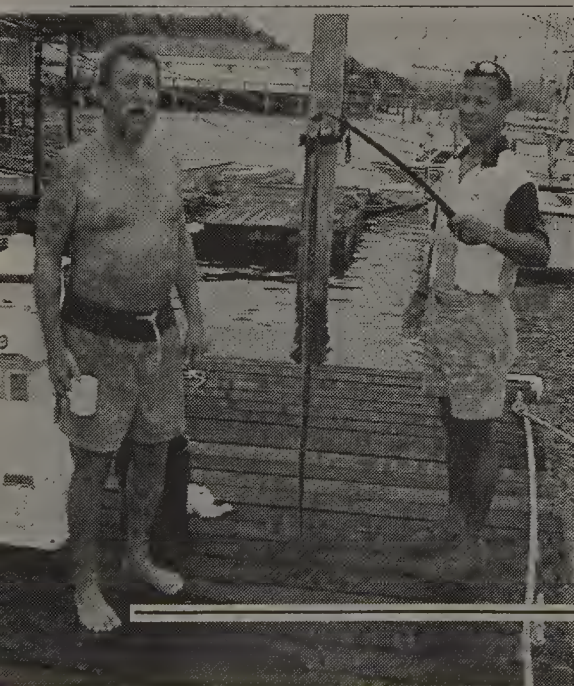
Viva — Islander 37 Bob Willmann Costa Rican Two-Step (San Diego)

I'd been sitting on the starboard side of the cockpit for about two hours, just reading and drinking tea and watching the sun rise over the mellow harbor at Golfito, Costa Rica. Dolphins were playing around, howler monkeys were doing their morning growling, and dozens of different kinds of birds were doing noisy bird things. You really learn to enjoy Mother Nature's creatures when you're cruising.

Glancing up from my book, I noticed what looked like a cow pie or a coil of old hemp at the foot of the port side settee about four feet from my feet. What the heck? A closer inspection revealed that my new shipmate was a snake! The thing was various shades of brown, had a triangular head, and was coiled up and seemingly asleep. Basically, I didn't believe it, didn't like it, and didn't want to be there! So I quietly put the dinghy in the water — which required playing with the davit lines, which were about a foot from my new pet — and motored over to Banana Bay Marina to get advice.

After my friend Steve from *Witch of Endor* got his camera and two Ticos from Banana Bay joined us, we all returned to *Viva* to do battle. Actually, the others thought they just were humoring me — until they saw the snake! It took my Hawaiian sling and two machetes to sepa-

Bob Willmann gapes in awe while Chama the dockmaster dangles a deadly fer de lance from a stick on the Banana Bay Marina docks.



COURTESY VIVA

rate the part of the snake with the fangs from the part that tried to go everywhere but into the bucket, but we did it. We learned that it was a fer de lance snake, which is locally known as the 'two-step' — because that's as far as you can walk if one bites you. So I had been really lucky.

How did the snake get on my anchored boat? Did it climb up the anchor chain? The fer de lance is a land snake, and even though all reptiles can swim, they don't normally do it on purpose. And how did he get to my little boat in this big bay? Did a bird drop it? What kind of bird carries around deadly snakes, and what are the odds of it landing on *Viva*? Did some bad guy throw it aboard as a sick joke? I figure if a guy can handle venomous snakes well enough to pick them up and throw them, he could just come aboard himself. And the biggest question, what do you have to do to a 4'10" snake hide to make it into a hat band?

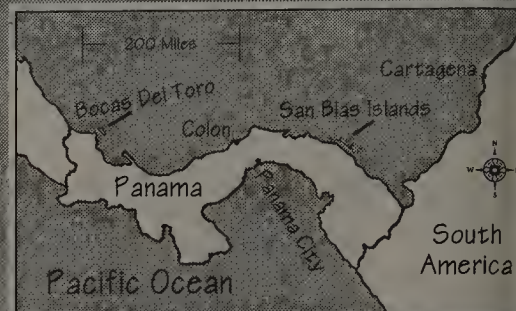
— bob 11/12/02

Tai Tam II — Island Packet 40 Tom & Kathy Knueppel Cartagena, Colombia (San Francisco)

We left the Bocas del Toro region on the northwestern part of the Caribbean side of Panama in October of 2002, and spent two weeks travelling to the San Blas Islands, which are on the southeastern part of the Caribbean side of Panama. The lovely San Blas Islands, as well as a small part of the Panama mainland, are home to the 50,000 members of the Kuna Indian nation. Only about 40 of the 365 San Blas Islands — all of which are quite small — are actually inhabited. The others, which aren't much more than islets, are used for coconut harvesting, with village families rotating as caretakers on a seven months on, five months off, basis. Trading schooners from Colombia ply the islands purchasing the coconuts and selling fuel and supplies.

In addition to the coconut trade, the Kunas make money selling *molas* to the very few tourists — mainly cruisers and the occasional small cruise ship — and by a limited amount of agriculture on the mainland. The Kunas essentially operate on a modified version of communism, which has prevented a division of their society into the haves and the have-nots, and keeps everyone believing they are partial owners of their wonderful country. Most islands of any size have a small

MAP, LATITUDE/ANNE; SPREAD, TAI TAM II; INSET, GREG RETKOWSKI



village with a *sahila* or local chief, who along with a *congreso* runs the island. Many of these islands are 200 yards or less in diameter, and are tightly packed with Kuna families who travel between the mainland and these small islands via *ulus* — dugout canoes that are either sailed or paddled.

Navigating among the islands is a challenge, as the barrier reefs that provide such excellent protection from the strong winds and waves of the Caribbean are also severe hazards. The Zydler's excellent cruising guide to this area is highly recommended, but cruisers still sometimes have problems. We visited the wreck of a Hallberg-Rassy 42 that had gone on a reef a few years ago and couldn't be pulled off. It was a very depressing sight. From one of our anchorages we were also able to see a large freighter on the reef about a quarter of a mile away — reminding us to be constantly vigilant and careful with our navigation. The existing charts for this area are old and not very accurate, so GPS is potentially more of a hazard than an aid. One needs to learn to navigate by sight, figuring out the depth of the water by its color. We ran aground once while entering an anchorage, but were able to



Spread; 'Tai Tam II' on the hook in the lee of a typical San Blas island. Inset; A cruiser — the ubiquitous Cherie — snags a sail on an ulu.

get off with the help of several cruisers.

The tiny Kuna women are always dressed in their traditional garb, which is a yellow and red head scarf, wrapped skirt, and bright polyester blouses with hand stitched *molás* in matching patterns on either side. Their faces are painted with a thin black line down the bridge of the nose, and many wear a large gold band through their pierced nose. Strings of small glass beads wrap their arms and legs to keep them slim. Generally speaking, the women are the breadwinners, as they make and sell the *molás* and beaded jewelry.

An interesting aspect of the Kuna culture is that in each village one male, early in his life, has to stay back with the women to learn the art of *mola* making. From what we have observed, it is these men who tend to make the best *molás*. It is fascinating to observe these men, as they are very feminine in their mannerisms but actually live like the other men. We visited one of these 'special' men with his family, and it was an eerie sight to see this extremely feminine man, wearing nail

polish and rouge, holding hands with his wife and child.

Unfortunately, the San Blas Islands are no longer unspoiled, and many of the beaches were covered in the remnants of civilization — plastic bags, bottles, shoes, and so forth. In addition, the Indians weren't as innocent as we'd expected. They are quite aggressive in peddling their

The women are the big breadwinners in the San Blas Islands, and they do it by selling their famous molás as well as beaded jewelry.



wares and almost always expect gifts.

We left the San Blas Islands at the end of November, and made our way to Cartagena, which is where we've been for almost a month. We really love this historic city and her people. Despite U.S. State Department warnings about Colombia, we have never felt threatened — although we're always careful to be aware of our surroundings. It seems as though Cartagena is somewhat isolated from the rest of the country's violence, perhaps by agreement of the combatants.

Cartagena has two marinas cruisers can stay at, and it's also possible to anchor out. Both the marinas and the anchorage are off the suburb of Manga, a comfortable middle-class neighborhood.

Club Nautico is the marina favored by most cruisers. It offers bow or stern ties to somewhat rickety docks. Divers are on hand to secure a forward line to an underwater mooring, so anchors don't have to be used. The current slip rates are \$0.25/ft/day, with \$2/day for water and electricity, and discounts for longer stays. For those anchored out, all the club's amenities are available for \$2/day. John, the friendly harbormaster, accepts reservations and can be reached at gervasehalley@hotmail.com. Club Nautico has a restaurant, bar, book exchange,

CHANGES

laundry, showers, and phones, and serves as the cruiser hangout in Cartagena. The security is excellent, so we have no hesitation recommending Club Nautico to anyone who might want to leave their boat for an extended period. The marina staff is friendly and works hard to accommodate cruisers.

We're staying at the other marina, Club de Pesca, which is nestled amongst an old fort not far from Club Nautico. Club de Pesca is a private club and most of the slips have boats owned by Colombians — although about 10 are set aside for visitors. The docks are made of cement, and slips go for .30/ft/day, water and electricity included. In order to get a slip, you need advance notice as well as the recommendation of a member or a cruiser who is already staying there. When it comes to amenities, there is not much difference between the two marinas, and neither one has hot water showers. Club de Pesca has slightly more modern docks, but it doesn't have much atmosphere and unlike Club Nautico, not much goes on.

When cruisers in Cartagena get tired of marina and city life, it's only 20 miles out to the Rosario Islands, an excellent cruising area.

After coming through the Panama Canal from the Pacific, many cruisers look for a place to leave their boat for several months. They generally end up in the Bocas del Toro area, which is where we left our boat. Having now been there and Cartagena, we feel that Cartagena might be a better option. It's safe to leave your boat unattended in both places, but Cartagena has more to offer. For example, it has at least three major haulout facilities and every kind of service you can imagine. Bocas, on the other hand, doesn't have any place to haul out and not much in the way of services.

Prices are also lower in Cartagena. Even at the upscale Club de Pesca, a

The Kneuppels think Cartagena is a better place to leave a boat than Bocas del Toro because it has more culture and boating services.



hardworking boatwasher and general handiwork man will charge \$15 for a good eight hours worth of work. Cartagena is also a lovely city rich in history and with many inexpensive but wonderful restaurants in the European tradition. A typical four-course meal with unlimited wine runs about \$10. A final point to consider is that Bocas, which is pleasant, is somewhat off the beaten track and is very wet much of the year. Cartagena has a two-month rainy season. As anyone who has ever gone through a major rainy season will tell you, the mildew and other moisture related problems are not to be underestimated. All in all, we'd recommend Cartagena over the Bocas for leaving a boat.

When arriving at Cartagena, you'll get a 90-day visa. This can be renewed each month for a total of six months, at which time you either have to leave or obtain a visa at a Colombian consulate or embassy outside of the country. By the way, it's about 170 miles from Colon, at the

Spread; Tom Kneuppel approaching a Hallberg-Rassy 42 lost on a reef near the San Blas Islands. Inset; Steve and Dorothy Darden of 'Adagio'.

Caribbean end of the Canal, to Bocas, while it's 240 miles to Cartagena. However, if you leave from the San Blas Islands — which aren't to be missed — it's only 180 miles to Cartagena.

We're planning to stay here for a few months before making our way to the Western Caribbean.

— tom and kathy 12/15/03

**Adagio — M&M 52 Cat
Steve & Dorothy Darden
Tasmania And Australia
(New Zealand / Formerly Tiburon)**

This will be our first Christmas away from our daughter Kim and her family, so we are trying to keep our chins up. In November, Dorothy helped Kim and her family move from San Francisco to beautiful Bainbridge Island, a 30-minute ferry ride from downtown Seattle.

Last year saw us having wonderful fun and meeting many new friends here in Australia. With the start of 2002, we continued to cruise the beautiful waters of Tasmania, first going up the incredibly beautiful rocky coastline of the east coast, visiting four national parks in 10 days.





SPREAD, TAI TAM II; INSET, COURTESY ADAGIO



We continued around to the wild and woolly west coast of Tasmania in March, always being careful to avoid all bad weather.

At the end of June it was time to head north to Australia and the Great Barrier Reef. On our way to the Whitsunday Islands, just inside the GBR, we beach walked and went scuba diving or snorkeling at every island we visited. We were enthralled by what we saw underwater, and the fish and coral looked to be in excellent health in most places.

When we got to Townsville, we turned back south again to avoid the summer cyclone season and to take advantage of the northerlies which provided lovely sailing down the east coast of Australia. While at Sanctuary just south of Brisbane, we enjoyed Carols by Candlelight, a rollicking collection of opera singers leading the audience in song, accompanied by big band sound, jazz singers and dancers, costumed characters, a nativity scene and heaps of good fun.

Five days ago we arose early to depart Sanctuary Cove before daylight for a pleasant eight-hour sail south to Yamba. We were allowed to tie up at the visitors dock for two nights while we explored the two sister towns that frame the entrance

to the mighty Clarence River. Although the river is currently enfeebled by drought conditions, it gave us a peaceful place to keep the boat, away from the worries of ocean weather and bar crossings. We would naturally keep a wary eye for reports of heavy rains upstream and flood warnings.

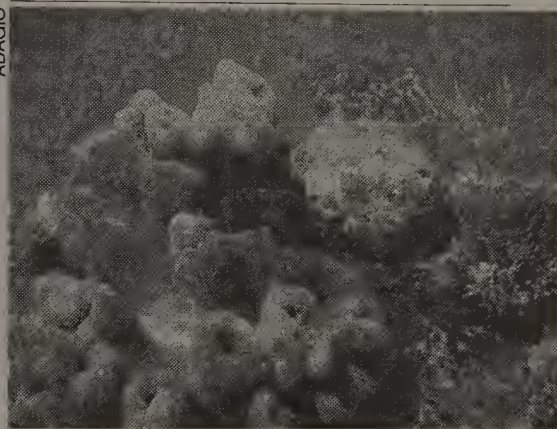
The next morning we took the Clarence River Ferry across the river to Iluka. A pair of osprey watched us from their perch on the navigation light north of Dart Island, and a third soared overhead. After a 30-minute ride in the pretty little traditional wooden ferry, we arrived at Iluka where Dorothy photographed a white-winged triller bird singing happily in a beachside tree. A flock of white pelicans floated with great dignity in the little harbor, and zillions of pea-sized soldier crabs flowed over the sandy shore in waves.

Dorothy then walked to the Iluka Nature Reserve and followed the five kilometer World Heritage Rainforest Walk, a pathway through tall trees whose branches held large clumps of staghorn fern. Thick lianas, vines like those out of a Tarzan movie, hung from the treetops to the ground. The trail ended at a climb up to a whale lookout atop Iluka Bluff, which provided sweeping views of beaches to the north and south. The waves begin to break far out from shore, forming beautiful white rollers that go on for a long distance. The region is renowned for its great surfing, and we often see young people carrying surfboards through town.

The deckhand on the ferry lassoed the pilings from a fair distance using an old, floppy dockline with a loop spliced into the end. He showed me a blue swimmer crab he had taken from a crab pot he keeps near the Iluka ferry dock, and gave me instructions for catching flatheads and whittings in the Clarence River.

Yesterday morning, we phoned the Harwood Bridge operator to ask if he could open the bridge for us in the afternoon so we could make our way upriver to the 'Scottish' town of McLean. We got the operator's wife instead of the operator, and then she forgot to tell him. At 20 minutes before the appointed hour of 2 p.m., we were 20 minutes away from the bridge, when we saw it was already opening. Good, we thought. A sailboat

ADAGIO



Based on what the Dardens saw at the places they dove, Australia's magnificent Great Barrier Reef appeared to be in good health.

was positioned close to the bridge, and passed under as soon as it was opened. Then — whoops — it began to close! We finally reached the bridge operator on his mobile phone and he agreed to reopen it as soon as he could. The bridge is for Route 1, the major north/south artery along the Australian east coast, so we had to wait quite a while. As we proceeded upriver, we observed several of the small commercial fishing boats set up for a night of pocket-netting for prawns. They secure the boat in a spiderweb of anchors, within whose restraint the vessel steams at night to disturb the bottom, driving prawns into a net streamed astern.

By 3 p.m. we were anchored on the shore opposite the town of McLean, feasting on our summer abundance — mango, oranges, grapes, tomatoes, and roast chicken. Life is good! Showers were required before we could lay our weary heads down on our clean pillowcases for a bit of a read and a nap. We awakened to the dusk chorus of birdsong ashore, and our new friend the white-winged triller was belting out a staccato of pleasant notes. For dinner: fresh local prawns and Steve's killer red sauce with horseradish, figs, and tossed green salad.

The east coast of Tasmania: "Sheer rock spires, dolphins, and snowy beaches. In transparent water, 'Adagio' often finds herself alone."



CHANGES

We will cruise as far as Ulmarra tomorrow, explore Grafton by bus, then head down river and along the coast towards Tassie. Less than 'two sleeps' before Christmas, we find ourselves surrounded by sugar cane fields, mango trees, shrimp trawlers and beaches, floating on a lazy river, anchored near a Scottish town in Australia. We never would have dreamed it.

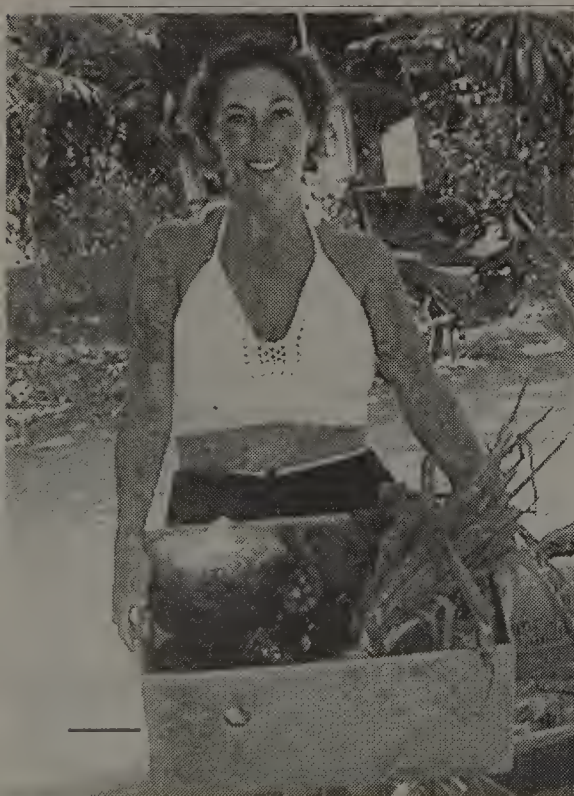
— steve & dorothy 12/22/02

Mamouna — Peterson 44 Doug & Lisa Welsch Bahia Ballena, Costa Rica (San Diego)

We'd like to get the word out to other cruisers about the wonderful Costa Rican anchorage at Bahia Ballena (9°42'N, 85°00'W). We like it so much that we've been here for a month. The 1.5-mile wide bay offers very good protection from most wind and the water is so clean that we take a swim every morning. When hiking along the water's edge, it's possible to see monkeys and other wildlife. It's also a great place to have friends fly in for a visit, as there are commuter flights regularly from San Jose. No wonder there's a small ex-pat community here.

During our stay we've had the opportunity to meet a lot of new non-cruising friends, such as Paul and Lynn Stokes who have a 400-acre property. They hosted a wonderful New Year's Eve party complete with panoramic views, two roasted pigs, a swimming pool, and lots

Lisa Welsch carries a box of fresh veggies, so it must be Friday, and Honey Heart must have just been to the Bahia Ballena YC with her truck.



DOUG WELSCH



of cold drinks. The Ticos and ex-pats have added so much to our experience.

We have found so much to do in this small area of Costa Rica. The Bahia Ballena YC, which is operated by Eden, the daughter of the founder to Heart Interface Inverters, offers good food, *cervezas*, water, Internet access and telephone service. She expects to have laundry facilities soon. Across the street is a gas and diesel tienda, a small grocery store, pay phone, and trash collection bins. Friday is a special day, because Honey Heart comes by the club with a truck full of fresh, locally grown organic vegetables and exquisite cheeses and breads. Have a desire for fish? The catch-of-the-day can be bought from the local fisherman at the dinghy dock and pier. It's a quick dinghy trip to the Tambor, where there's a grocery store, bar, and disco. The latter doesn't keep the anchorage up all night unless everyone is dancing the night away.

Tambor is also home to the lovely Tambor Tropical Resort, which is made of exotic woods, and offers a great view of the bay and fine dining. For breakfast, we often go to Dos Ligartos for great *gallo pinto*. There is daily bus service from Tambor to Cobano, which has a hardware store, bakery, Internet cafe, bank with

ATM services, and many other grocery stores. The bus continues to a great little beach community called Montezuma, a quaint little one-street town with a 150-foot waterfall and fresh water streams. Here you can find all the goodies tourists love: bagels, espresso, cookies, ice cream, tattoos and bikinis. We loved hanging out at Iguana's, people watching. Montezuma also has a wonderful laundry service, with a washer and dryer — just like home. And Amelia will have it all done in time for you to catch the 4 pm bus back to Tambor.

If you're looking for other good anchorages, Isla Tortuga, which has excellent snorkeling and tree-lined white sand beaches, is just two hours away. And it's not far to Isla Muertos, Curu, Cedros, San Lucas, and Naranjo.

What more can we say but — *pura vida, amigos!*

— doug & lisa 1/10/03

Willyflippit — Switch 51 The Molitor Family New Cat From Med To Caribbean (Seattle, Washington)

While walking the docks at La Marina, Point-à-Pitre, Guadeloupe, French West Indies, we noticed a Switch 51 catama-



LATITUDE/RICHARD

The Molitor family found that they enjoyed cruising so much that they sold their house to buy a much larger and faster boat, a Switch 51 cat.

ran with a hailing port of Shaw Island, Washington — so we decided to say 'hello'. We soon found out that the new cat was owned by the Molitor family — Scott, Stacey, Lauren (8), Clay (6), with Corsair, a now healthy cat they'd picked up as skin and bones in Croatia. Wonder of wonders, they turned out to be *Latitude* subscribers, so we were delighted to be able to hand them the latest issue.

Scott, a contractor, and Stacey, who used to work for Adobe Systems, began cruising around Seattle with an Island Packet 37. After enjoying a circumnavigation of Vancouver Island, they decided to take the family on a cruise to Mexico in 2000. The idea was if everyone decided they liked full time cruising, they would continue on to New Zealand. By early 2001, they had concluded that full time cruising — and home schooling — suited them so much that they decided to sell their house to buy a larger boat before sailing across the Pacific. So in the spring of 2001, they had their Island Packet trucked from San Carlos back to Seattle, where she was sold.

When it came to a new boat, everyone in the family wanted it bigger, particularly the growing kids, who no longer wanted to share a bunk. In addition, Scott was looking for better performance. While in the Sea of Cortez, Scott and Stacey had spent some time visiting on the Privilege 39 *Shea La Vie*, and marveled at the space. In addition, the owners of the Lagoon 41 *Tropic Cat* described the advantages of cruising with a cat during a get together in La Paz.

It's true that when it comes to length, catamarans cost more than monohulls. But that's not the whole story. "Catamarans turned out to be no more expensive than monohulls when it came to the number of staterooms, which is what we were looking for," says Scott. So before long the family concentrated on finding the right catamaran for their purposes.

Most production catamarans are geared to the Caribbean charter trade, which means the number of berths and ensuite toilets takes precedence

over things such as speed, pointing ability, and bridgedeck clearance. So the Molitors weren't interested in the models by Lagoon, Leopard, and Privilege, which have fixed keels, are comparatively heavy, and generally don't have much bridgedeck clearance. "After looking around, we pretty much settled on a Catana 431 or 471, both of which had the qualities we were looking for."

Just as they were about to sign on the dotted line, however, they talked to some Catana owners who described some of the teething problems they had with their boats. Teething problems the Molitors eventually discovered are pretty common on all new boats — including theirs.

"Then we looked at the Switch 51," continues Scott, "which is built by a small and relatively new French company called Composites Sud. Designed by van Peteghem and Lauriot-Prevost — who designed the Lagoons as well as many racing cats and trimarans — she's similar in appearance to the original Lagoon 47 and Lagoon 55, but is quite a bit lighter, has higher bridgedeck clearance, and daggerboards rather than fixed keels. We liked her, so we signed up to take delivery of hull #6 in France in early 2002."

At the time they bought their Switch 51, the price was in the range of \$600,000, a little less than a comparable sized Catana model. She was well equipped for cruising, however, including a washing machine that uses 13 gallons a load but works well, a Fisher-Panda 4.5 gen set that's been reliable, refrigeration, a full complement of electronics, a Spectra watermaker, twin furling headsails, and much more. In a somewhat unusual move, Scott opted to have the boat outfitted with 40-hp Yanmars rather than the standard 56-hp models. He explains that he'd kept a full complement of spares from the Yanmar 40 on their Island Packet. Even with the smaller diesels, *Willyflippit* motors at 9.3 knots in flat water. Like

One of the things eight-year-old Lauren likes about the family's new catamaran is that she has a spacious stateroom all to herself.



CHANGES

many catamarans, the Molitor's has a heavy duty bimini that covers the massive cockpit area. "The kids love to play on top of it," says Stacey — who went on to admit that it's one of her favorite places to sleep!

"Our boat was supposed to be ready on February 15 of last year, but it wasn't ready for us to actually take off on until the middle of May," Stacey continues. "We're not complaining about the delay, however, as the company bent over backwards to help us. Furthermore, they didn't nickel and dime us to death over minor changes and additions, and haven't even billed us for some bigger things."

The Molitors obviously have a sense of humor, for in addition to having a catamaran named *Willyflippit*, they have a dinghy named *Betty Wont*. Funny names and all, in mid-May they started their Med adventure by sailing to Marseille and then the Poquerolle Islands in the South of France. "Two of the drawbacks of having a catamaran in the crowded Med are finding berthing in small harbors and the cost of that berthing," says Scott. "At one marina in the Poquerolles, they were asking \$90/night. We were going to leave because we can't afford prices like that. The only reason we stayed is because my dad absolutely insisted on picking up the tab. It would be the most we would ever pay for a berth."

After the South of France, the family continued on to Corsica, and the Ionian Sea area of Greece for a month, followed by six weeks in Croatia. "Despite the crowds we really loved Croatia," say the couple. "One of the nice things about Croatia is that other than the first two days at Dubrovnik, we were able to anchor out the entire time."

With the passing of summer, it became time for the Molitors to start heading east.

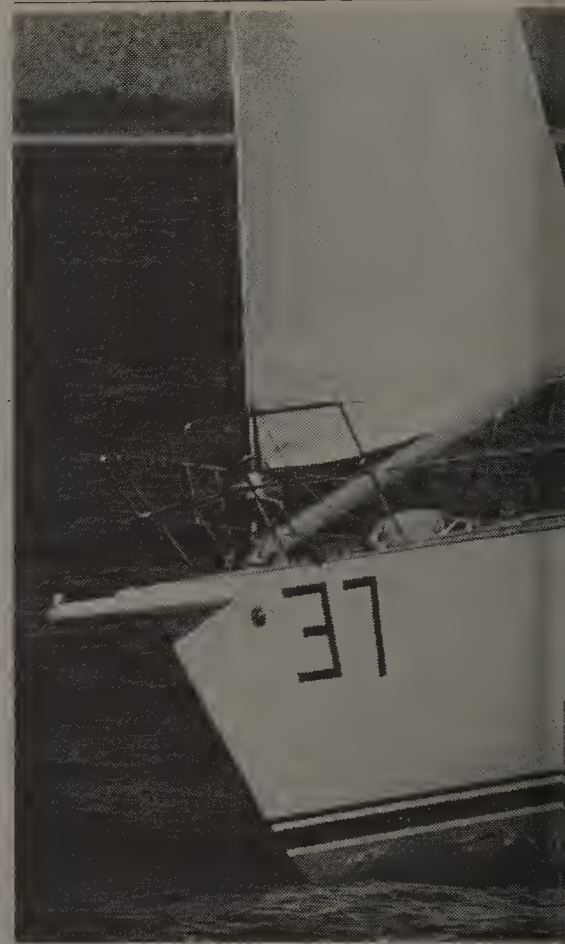
Croatia was among the Molitor's favorite places in the Med, for in addition to being beautiful, it had plenty of places to anchor for free.

On their way, they made a number of stops in southern Italy, the impoverished part of that country. "We didn't care for it at all, as there is lots of crime and we got the feeling everybody was trying to rip us off. So after two weeks we moved on to the big Italian island of Sardinia. It was wonderful!"

The family's next stops were the fabled island of Capri and the beautiful Bay of Naples. "We were able to anchor off Capri, which was nice, but getting a berth anywhere else was difficult! As we and a buddyboating monohull neared one marina, a guy came out and told us it would be \$150/night — not counting water or electricity! Even though it was getting late, paying that much was out of the question for us. We ended up in a very small marina near Naples that's barely mentioned in the cruising guide, where the owners had to rearrange a bunch of smaller boats so we could fit in. It was still \$80/night, but there was 24-hour security and the owners were very considerate. Folks thinking about cruising in the Med need to realize that there are some places where it's easy to anchor for free, but there are other places where you almost always have to go into a marina."

After the stop near Naples, the Molitors headed back to the Switch factory on the France's southwest coast of the Med to have some minor problems tended to. It was October 1 when they resumed cruising, heading to Mahon on Spain's Balearic Island of Menorca. It was during this passage that *Willyflippit* got her first taste of rough weather. "We got caught in an autumn gale with 45 knots of wind from aft," remembers Scott, "but *Willyflippit* passed the heavy weather test with flying colors. We hit up to 13 knots flying only the triple-reefed main, but the whole family felt safe and secure."

Upon arrival in Gibraltar, they got a terrific shock as young Lauren was diagnosed as having juvenile diabetes. "The doctor saved my life," says the eight-year-old. Lauren ultimately spent a week in a small hospital where she says she was "waited on hand and foot". The second big shock in Gibraltar came when Scott went to pay the bill. After a week in the hospital with attentive care and getting a couple of month's



worth of medicine, the total charge came to just \$24! "We couldn't believe it," says Scott, "but they explained that since she was diagnosed with the problem while in Gibraltar, their health care system would pick up almost the entire tab."

Having concluded their time in the Med, the Molitors had mixed feelings about cruising there. Stacey liked the Med, and was surprised that things — other than berthing — weren't more expensive. Scott, who had to worry about anchoring and finding marinas, didn't care for the Med as much. "He's not the most social guy in the world," says Stacey, "so it really wasn't his kind of place." They both report, however, that there were no problems with port captains or other officials, not even in Greece. They say that the port captains in Croatia displayed senses of humor, something most port captains don't admit to having. They also say that they felt so safe in Greece and Croatia that they didn't even bother to lock their dinghy.

Stacey and the kids passed on the Atlantic crossing, so on November 28 Scott and two friends departed the Canaries on the 2,800 miles crossing to Guadeloupe. "We had a mixed bag of weather coming across," says Scott. "It was pretty rough in the beginning, with 30 to 35 knots of wind, big seas, and the occasional big cross sea. It's never going to be comfortable on a boat in such conditions, but



COURTESY SUNSAIL CHARTERS



LATITUDE/RICHARD

Talk about your triple threats, 'Roxanne' — seen here competing in the Banderas Bay Regatta — is a fine racer, cruiser, and floating home.

Willyflippit handled it just fine. During the middle of the crossing we hardly had any wind at all. For the last third or so we had 15 knots or less. We completed the passage in 16 days. I was a little disappointed, as I'd hoped for more wind and a faster crossing, but we still averaged more than seven knots on the rhumbline distance."

One of the reasons the Molitors had sailed to Guadeloupe is because Switch has a repair facility there, and they still needed work on the steering. Nonetheless, the family did manage to enjoy Christmas and New Years at Les Saintes, the lovely islands just off the tip of Guadeloupe. Future plans call for them to sail to Trinidad before returning to the Northwest for awhile. Then they will sail the coast of South America, transit the Canal next Christmas, and head up to Costa Rica before continuing on to the Galapagos and the rest of the way across the Pacific. Scott would love to return to the Sea of Cortez on their cat, but thinks it's probably a little too far out of the way.

The Molitors report that they are delighted with their choice of boats, feeling that Willyflippit is the right combination of space, performance, ease of handling, and price for their situation.

While catamarans are still a small mi-

nority in the world of cruising, their numbers are growing. The Molitors told us that we'd just missed seeing the Cunard family aboard the Seattle-based Catana 47 *Simpatica*. Bruce, Allison, Sam (10), Kari (9), and Holly (4) had taken delivery of their cat new in France 18 months before, and in November had been the top multihull in the Caribbean 1500 from Virginia to the British Virgins.

— latitude 38 1/12/03

Roxanne — Wylie 60 Tom, Lynn, Jack And Tristan Petty After Two Years (San Francisco)

After sailing to New Zealand at the end of the year to avoid the South Pacific tropical cyclone season, we put *Roxanne* inside a marina facing the picturesque panorama of downtown Auckland. After two years of the barefoot life on tropical beaches, being in New Zealand feels enormously civilized, and we are enjoying some of the finer aspects of urban living. For instance, we have five two-liter buckets of ice cream in our freezer, each a different flavor. Tom's rationalization is that the containers are great for mixing epoxy. We've also become regular viewers of television — at least when the Louis Vuitton racing is aired. We're enjoying riding bikes on flat pavement as opposed to the rutted out dirt roads of the islands. Finally, we look forward to the hot, pressurized showers ashore — even though they are timed.

Living in an urban area again, we've made some urban acquisitions. We carry a cell phone which signals calls by playing *Jingle Bells*, and have purchased a purple station wagon that is so ugly we've named it the 'Buttmobile'. New wardrobes also became a necessity, as the cool of New Zealand's southern latitudes created goosebumps on our bodies, which had become so acclimated to the tropics. Three of us wear fleece almost every day. The exception is Tristan, who still wears swim trunks, T-shirts, and sandals.

Since leaving San Francisco two years ago, we spent a year cruising in Mexico before taking off across the Pacific to New Zealand. Here's a quick review of our travels: After sailing up and down the coast of Mexico, we provisioned like mad in Acapulco before taking off from Zihua. After a visit to Huatulco, which was very windy, we continued down to El Salvador. Because of a long civil war, poor economy, and the earthquakes, Salvadorans aren't the most trusting folks. I'm glad we visited, but it's a destination I wouldn't particularly recommend to others. Costa Rica, where we enjoyed soaking in the naturally heated pools on the sides of a volcano, was better. Our last stop in that country was remote and nearly uninhabited Cocos Island, home to countless hammerhead sharks.

We then sailed south across the equator to the Galapagos, where we spent three weeks. It was great to see the fearless animals such as giant tortoises, sea lions, penguins, lava-lizards, and the ubiquitous blue-footed boobies. The boys in particular were delighted to swim with the marine critters. The Galapagos Islands are truly a world unto their own.

After years of living in shorts — as seen here in Zihua — the cold weather of Auckland has Jack wearing fleece. But not brother Tristan.



DUSTIN FOX

CHANGES

We made our long Eastern Pacific crossing — 14 days — to the Gambiers, which are way down at 20° south. It was so chilly for the Tuamotus that we began having hot soup for many of our meals. Before continuing on to breathtakingly beautiful Moorea, and then Tahiti, we stopped at several other atolls in the Tuamotus. For us, the Tuamotus are unforgettable, and represent nearly everyone's fantasy view of the South Pacific. They are palm lined atolls brushed by light breezes and surrounded by brilliant turquoise water. They have abundant sealife, too, so Tom was able to gather lots of grouper and rock scallops. Since little grows on the coral atolls but coconuts and shrubs, we missed the fresh veggies and fruit, but had plenty of high protein fare.

After urbanized Tahiti, we continued on to Huahine, which had some of the clearest water we've ever seen. We encountered 25-knot winds at the sister atolls of Raiatea and Tahaa, then made the short hop over to Bora Bora where we dropped the hook for several weeks. Although Bora Bora is postcard pretty, it had tacky shops and was crawling with tourists. Since it's remote and in French Polynesia, you pay through the nose for everything. It was a relief to finally move on to gorgeous but lightly populated Maupiti, just 30 miles away, our last stop in French Polynesia.

Continuing on the Coconut Milk Run, our next stop was Suwarrow in the Cook Islands. The local caretaker showed us how to harvest coconut crabs and make lures from oyster shells. Suwarrow was so wonderful that we could hardly tear ourselves away for the trip to Samoa. Once we got to Samoa, we met the friendliest locals of the trip at volcanic Savaii, an island covered in wild flowers. We also stopped at neighboring Western Samoa, which is more densely populated.

Our last tropical landfall was Tonga, a fascinating place where the coral groves are so colorful that you can't help but

touch them.

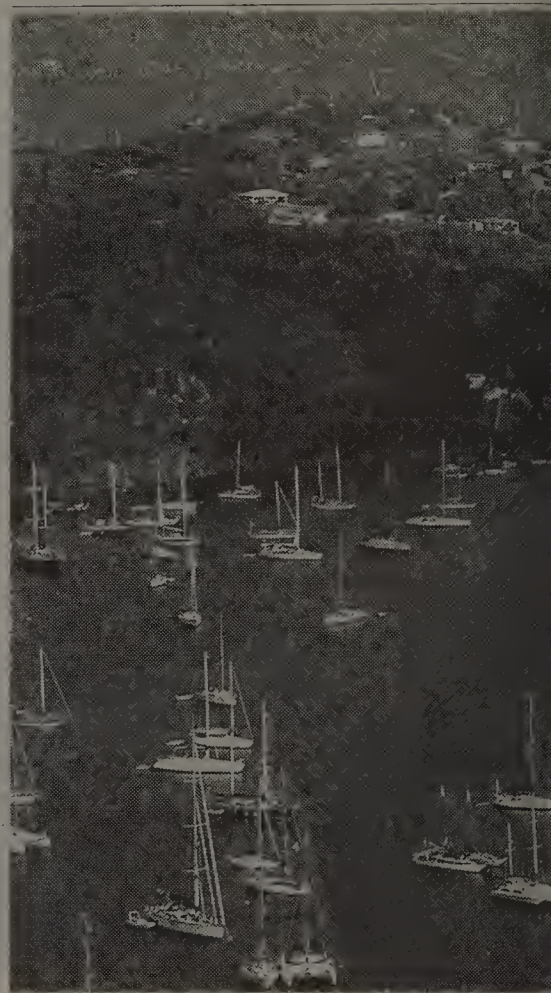
Having visited so many different places, we're frequently asked which was our favorite. The men on the boat agree that it was Suwarrow. As for myself, I couldn't begin to chose. Each stop was priceless in its own way. All in all it's been a great adventure that's presented us with more experiences and given us more knowledge than we'd have gotten in 50 normal lifetimes.

— Lynn 12/15/03

Cruise Notes:

"The cruising fleet in Costa Rica's Gulf of Nicoya celebrated Christmas Day at the **Hotel Oasis del Pacifico, Playa Naranjo**," reports John Kelly of the Seattle-based **Hawkeye**. "This beautifully landscaped — but under-utilized — hotel was the perfect location, as it has two swimming pools, a large *palapa*, along with laundry facilities — meaning a sink with running fresh water. For cruisers who haven't been able to do laundry for a month or more, having unlimited fresh water — and a view of the gulf — almost made the task of doing laundry by hand a pleasure. People who participated in the potluck and small gift exchange were Susan and Brad of the Seattle-based **Akauhela**; Bruce, April, Kendall, and Quincy of the Bay Area-based Crowther catamaran **Chewbacca**; Peter and Jennifer of the Manistique, Michigan-based **Dreamwalker**; John, Vickie, and Dylan of the St. Thomas, U.S.V.I.-based **Firebird**; John and Linda of the Seattle-based **Hawkeye**; Rickie, Heather, Oden and Kayla of the Gefle, Sweden-based **La Escargot**; Bill and Doreen of the Dalles, Oregon-based **Lanaki**; Doug and Lisa of the San Diego-based **Mamouna**; John, Amy, Jordan, Kendal, and Allison of the Greenwich, Connecticut-based **Nyapa**; and Utta and

These are the people from 10 boats who gathered at the Hotel Oasis del Pacifico in Costa Rica for a cruiser Christmas celebration.



Fergie of the Yuma, Arizona-based **Pipedream**. The Northerlies held off until after the festivities were over, at which time most of the fleet left the shallow lee shore of Playa Naranjo for the protection of Isla San Lucas three miles away.

"Some of us reconvened a few days later for a *bon voyage* party for *La Escargot*," continues Kelly. "The family is currently on their way to San Francisco, where jobs await Rickie, a shipwright, and Heather, an accountant. Oden, 5, and Kayla, 2, will soon have to wear more than a pair of shorts — or their 'birthday suits' — for the first time in their lives, as both children were born and have been raised on the family boat in the tropics. The family is taking the 'clipper route' to San Francisco, so the only place they can stop during their 5,000-mile trip — which they estimate will take two months on their gaff-rigged topsail Colin Archer designed ketch — is remote Clipperton Island. Rickie built the boat himself 30 years ago."

"My name is Darci, I'm a 14-year-old cruiser aboard **StarShip**. We've been out for two years now, and are currently at the Pedro Miguel Boat Club in Panama, heading for the Caribbean. I read the January *Changes* from 13-year-old Sara Nutt, who is cruising with her family aboard the 60-ft ketch **Danza** in the South Pacific. I think she and I might have a lot



COURTESY HAWKEYE



ELISABETH DURET

Photo Fun. This is English Harbor, foreground, and Falmouth Harbor, background, on the southeast coast of Antigua. If you're a sailor and you've never been here, you have to go — ideally during the Antigua Classic Yacht Regatta in mid-April, or Antigua Sailing Week during late April and early May.

in common, so I wonder if you could send me her email address?"

Normally we don't do that kind of thing Darci, but we know that cruising is sometimes tough for young girls, so we'll make an exception for you. Try Sara at nuttdavid@hotmail.com. In return, we'd like you to send us a paragraph or two telling us what kind of boat you're on, who is in your family, and where you're from.

Don Thomas of the Peterson 44 **Tamure** had his boat robbed while sleeping aboard. Here's his report: "Thursday night I experienced the fourth attempted theft since leaving Mexico a couple of years ago, *Tamure* and I are at the Banana Bay Marina, which is still probably one of the most secure marinas I've ever been in. Around midnight, I got up from the aft cabin, took a pee, and thought I'd look outside. Gazing into the center cockpit, I saw that a few things had been rearranged and there was a small canvas bag near the cockpit exit. 'What's this?' I thought. Going into the salon, I found the cabinet doors were open and a few items laying about, but up in the V-berth both briefcases that held manuals and important papers were open and the contents strewn about. By then I was fully awake

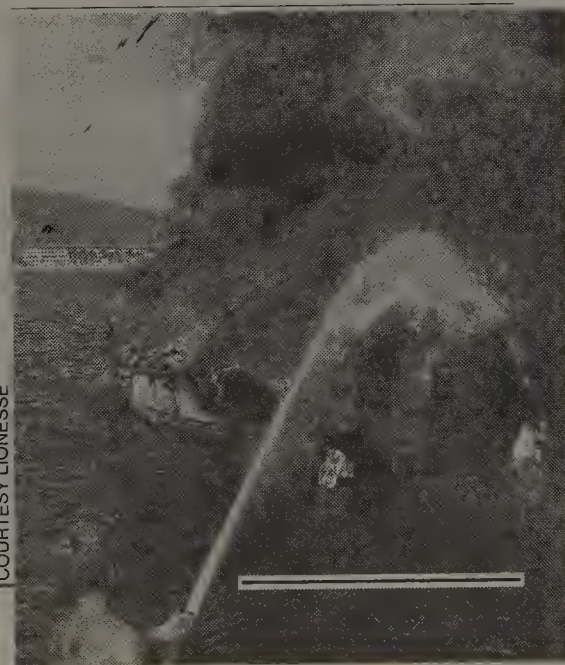
and realized what had happened. A *ladron* (thief) had walked down the small beach at low tide, entered the water, swam to the stern of *Tamure*, and boarded. I think he was in the process of ripping my boat off when he heard me peeing, and bailed. I know he'd been in the water, because the cushions and the salon deck were wet. I was lucky in several respects. First, all he got was my backpack, an older pair of binoculars (the new ones were in an unopened cabinet), and my electric razor. The razor brings up the second lucky aspect. It was located on top of a cabinet right next to my bunk, and right below it was a heavy club-like metal piece that I keep elsewhere. The thief was obviously ready to strike me with it if I awoke. Needless to say, I'm just a touch rattled! I guess there's some other lucky aspects, such as the things the thief didn't get: my computer, the money in a bowl next to it, the watch next to the razor, the other good watch above my head, and finally the \$1,000 Interphase Probe depthsounder he had removed and set aside to grab on his way off *Tamure*. The latter was still sitting in the cockpit. He didn't take my passport either, which was sitting out on top of a briefcase. Last but not least, I think I'm lucky I didn't wake up!

"Like I say," Thomas continues, "this

was the fourth theft attempt since leaving Mexico. The first was a mugger I fought off in Guatemala City; the second one cut my dinghy painter in Bahia Ballena, Costa Rica (the stainless steel cable saved it); the third was in San Jose, Costa Rica, where my backpack with my computer was stolen; and finally this. So far the score is Thieves: 2. Me: 2. For all of us out cruising — or at least for me — theft and boat security is our major concern. Banana Bay and the place next door both have security in inflatables patrolling the anchorage area, and Banana Bay has a guard on the dock all night long. Nonetheless, I've ordered four small motion detectors from Radio Shack, which I should have had all along. But I pays my money, takes my chances, and hopes for the best — just like everybody else. It's either that or give cruising up — and I'm not ready to do that yet."

"You asked for info on what's up in Mexico besides at Paradise Marina, so we're responding," report Jim and Kate Bondoux of the Northern California-based motoryacht **Lionesse** in Tenacatita Bay. "We arrived from Puerto Vallarta and Chamela yesterday, and were finally able to enjoy the lunch that had been interrupted three years ago when **Liberté**, our Cheoy Lee 66 motoryacht, caught fire and sank. We're really happy to be back at Tenacatita, and expect to dive on the remains of our old boat one of these days. Right now we count 19 sailboats and six powerboats in the anchorage, which is a few more than in January of 2000, but less than half of what was here last year. Our guess is that early last year saw a lot of Puddle Jumpers who had postponed departures because of 9/11 still here, and that this year's numbers are closer to

The last time the Bondoux's were in Tenacatita Bay, their 66-ft Cheoy Lee motoryacht 'Liberté' burned to the waterline and finally sank.

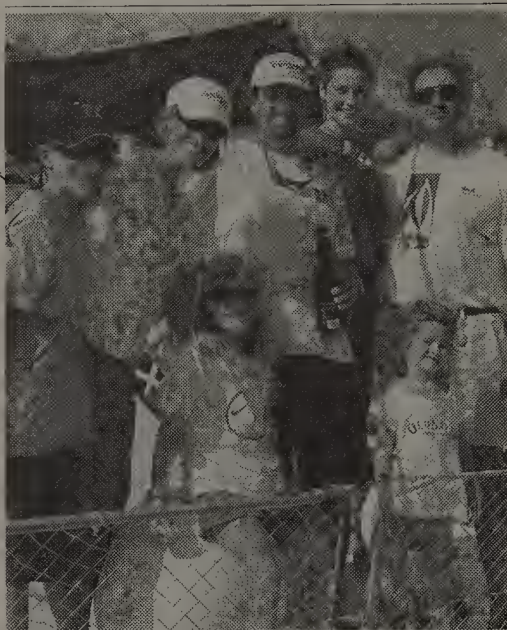


COURTESY LIONESSE

CHANGES

normal. A partial list of sailboats would include, **Chaika**, **Comanche**, **Content**, **Corazon de Acero**, **Delfin Salar**, **Dulcinea**, **Frances V**, **Gemini**, **Jake**, **Lady Home**, **Lucida**, **Mrs. Harrigan**, **Nakiska**, **Patches**, **Penn Station**, **Pericles**, **Shadow Dancer**, **Star Song**, and **Tyee**. The *palapa* is open for business with *cervezas* at 10 pesos, and is reportedly serving delicious food. Alas, the French restaurant that was so popular at the old movie set for a couple of years has not reopened, but the veggie truck shows up on Fridays at the outer cluster of beach *palapas*. We miss Don and Leena Hossack of the Truckee-based **Islander 36 Windward Luv**, who were the Mayor and Queen of Tenacatita Bay for so long, but they have decided to stay around Mazatlan this season. There are plenty of activities around the bay this year; we missed the Hearts tournament, but will be around for the bocce ball game later today, and the sunset cocktail dinghy raftup this weekend."

"We're on our way back to Puerto Vallarta from Isla Socorro, one of the remote Revillagigedos Islands that are lo-



Bruce and Alison Cunard — center and left center — surrounded by their children and crew at Tortola after the finish of the 1500. See next page.

cated about 350 miles southwest of Puerto Vallarta," reports Pete Boyce of the Manteca-based Sabre 402 **Edelweiss II**. "We left on January 7, took just under three days to get there, and should arrive

back in Puerto Vallarta on January 21. Socorro is a volcanic island with lots of low green plants, including grasses, cactus, and shrubs. There are no trees or beaches. However, the water was outstandingly clear, with some coral, lots of colorful fish — including sharks — and lobster. We caught a 50-lb yellowfin tuna on the way out to the island, and **Blue Chablis** caught and — brought us — a 40-lb wahoo. What delicious eating! They also gave us a *bon voyage* present of four lobster, which we ate tonight. Outstanding! The Mexican navy has a base at Socorro."

We're curious if you got a **permit** to go to Socorro, or did you have to stop there for 'emergency repairs'? If you got a permit, how and where did you get it, and how much did it cost?

Congratulations are due Bruce and Alison Cunard — and children Sam, 10, Kari, 9, and Holly, 4 — of the Seattle-based Catana 47 **Simpatica** for winning the multihull division in last December's West Marine Caribbean 1500 from Hampton, Virginia, to the British Virgin Islands.

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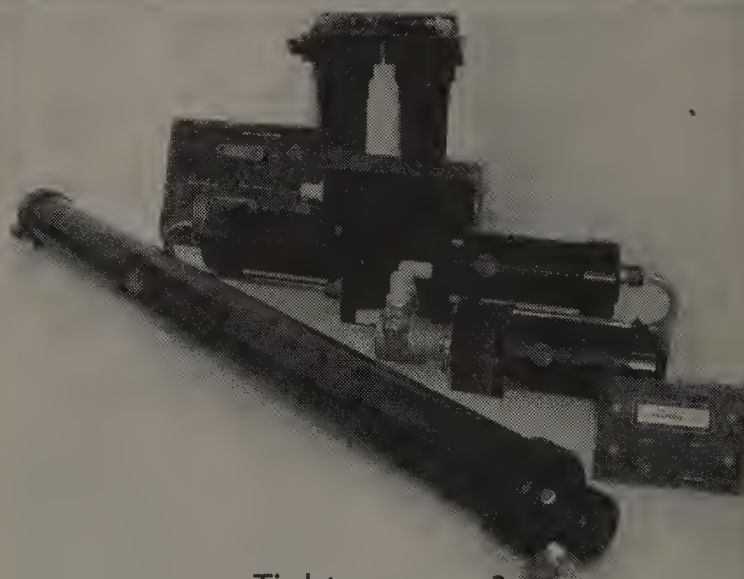
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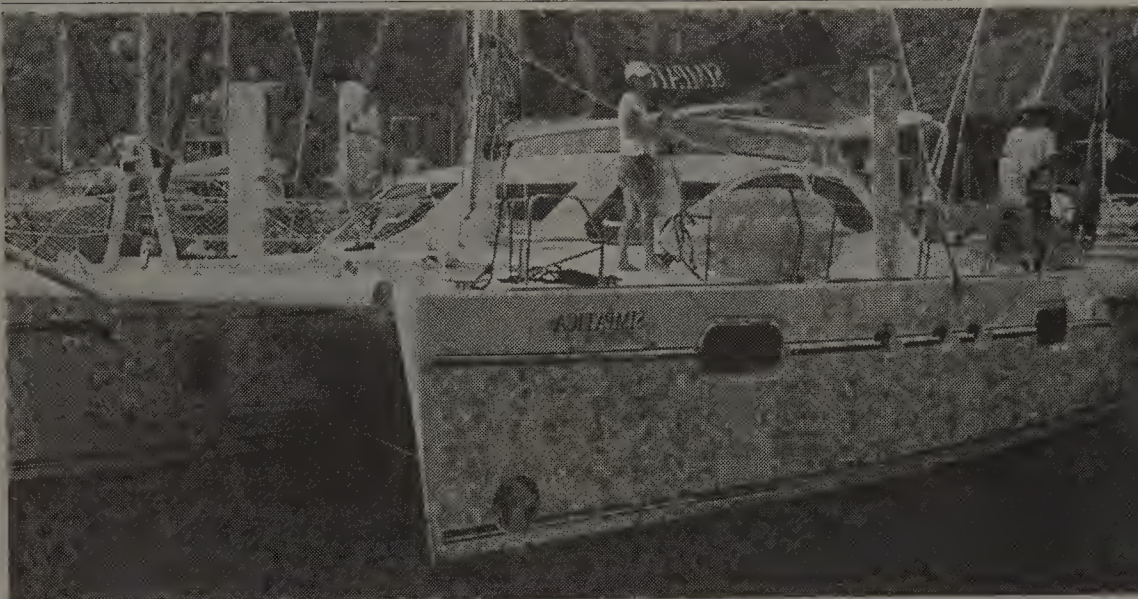
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They finished the approximately 1,500-mile course in 187 hours, 50 of which were spent motoring. The Cunards — and their crew Eric Newburger and Megan Alt — also won the Tempest Trophy, the event's most prestigious award, which is "emblematic of the spirit of the event." According to Rally Director Steve Black, "The Cunards and crew were sufficiently well prepared that they were able to spend time helping others both before and during the passage, including a mid-ocean fuel drop to another boat." The Cunards reportedly took delivery of the boat in Europe about 18 months ago.

The only other West Coast entry in the Caribbean 1500 was **Quietly**, Dalton Williams' Mason 43 from Friday Harbor, Washington. She — like three other entries — was 'delayed', although it wasn't explained what this means.

"We were very surprised to hear about the loss of the Ericson 39 **Pneuma** on South Minerva Reef between Tonga and New Zealand," writes Anne Kilkenny, "because my husband Jon Naviaux and I cruised on her — then named **Folle**

STEVE BLACK



The Cunard family's Catana 471 'Simpatica' was the top multihull in the Caribbean 1500. The number of cats out cruising continues to grow.

Independance — across the South Pacific to Australia from '88 and '91. We'd like to extend our condolences to owners Guy and Melissa Stevens, whom we met briefly in Astoria in the fall of '99 as they

were heading south and we were returning from our maiden voyage to Alaska aboard our new boat **Ted K**. The loss of our old boat feels like the loss of a dear old friend."

Here's a continuing sweet story. Bill and Sam Fleetwood met through a *Latitude 38* Crew List Party, got married, did the '97 Ha-Ha aboard their Monterey-based Gulfstar 50 **Blue Banana**, and then

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cruised across the Pacific a few years ago. And they are still together and still happily cruising. In fact, they just sent us an email from Mooloolaba, Australia, and asked if we wanted a story about Dennis Conner and John Bertrand racing in an Etchells Worlds nearby. We told them we weren't particularly interested in Dennis or John, but would very much like to hear more details of their cruising adventures. They've promised to get back to us on it.

"We just completed a wonderful trip down the coast of Mexico, delivering a **Swan 44** from San Diego to Mazatlan," reports Capt. Sherwin Harris, who didn't identify the boat. "We averaged over seven knots and only had to motor about half a day. We feasted on mahi mahi, and enjoyed all the comforts of a well-appointed vessel — which included hot showers enroute. We arrived at Marina Mazatlan at 0200, but were nonetheless greeted by the local security force, which couldn't have been more courteous or helpful — as were all the other locals. We stayed for the breakfast buffet at El Cid, and caught a return flight to San Diego within eight hours of arriving. What followed couldn't



ARLENE HUBER

Arlene Huber reports the Sea of Cortez didn't have the best weather this winter, but it was good enough for her husband Glenn to land this extra large dorado on Christmas Eve.

have been more disappointing, however. Upon our return, we discovered that the credit card we used to pay for breakfast had been duplicated, and charges totaling almost \$1,000 had been run up be-

fore the credit card company got wise. The thieves probably assumed that we were cruisers in transit, and therefore wouldn't find out what was going on until it was too late. Our advice is to never allow your credit cards to get out of your sight. By the way, it still may be possible to fake your way in and out of Mexico with a certified copy of your birth certificate, but get a passport so you'll know there won't be any problems."

While having a quick drink in the far corner of Le Repaire restaurant in **St. Barthelemy** waiting for friends to arrive on a ferry, the Wanderer unknowingly had his wallet fall to the ground. After two days of fruitlessly searching for the darn thing, he gave up and got on the phone to cancel the credit cards and block the checking accounts. Only the Citibank MasterCard was a problem, as their phone tree proved to be impenetrable when accessed from the French West Indies. Here's the irony. Two hours after getting all the cards cancelled, the Wanderer walked into the Le Repaire very late at night for a coffee — primarily so Doña de

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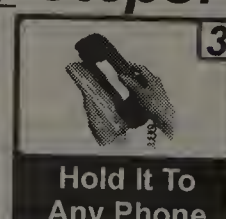
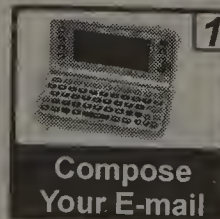
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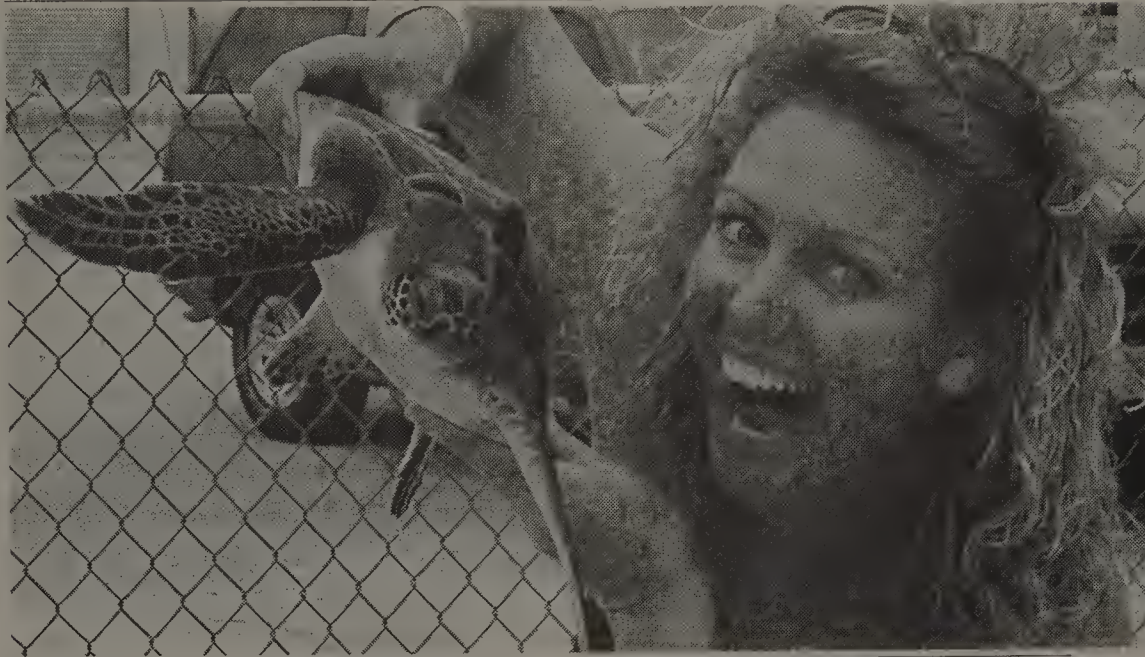
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Mallorca could use the ladies' room. How fortuitous it was that she had to go, for the owner of the restaurant walked over to the Wanderer and said, "I have something for you." It was the Wanderer's wallet, with all the credit cards and cash.

This month's photo of Cherie Sogsti, cruising with her boyfriend Greg Retkowski of the San Francisco-based Morgan Out-Island 41 **Scirocco**, finds her at a turtle farm in the Cayman Islands. "They've released over 30,000 young turtles into the wild since opening," reports Cherie. Releasing 30,000 sounds terrific, but in reality nearly 98% die in the first year. The cute little buggers are like snacks for a host of predators. In any event, Cherie and Greg have since continued on to Cuba. We'll have full reports on their adventures in Panama and the Caribbean in upcoming issues.

"You asked for reports from other places in Mexico besides Paradise Marina, so we're writing about the outstanding staff at **Marina Palmira** in La Paz," advise Don and Mary Lou Oliver of the San Ramon-based Ericson 38 **Cappuccino**,

GREG RETKOWSKI



Cherie, having sailed to the Caymans from Panama aboard 'Scirocco', takes time to give a little love to one of the turtles at the turtle farm.

who are currently at — where else? — Marina Paradise. "While anchored at Isla San Francisco about 50 miles north of La Paz waiting out another of the nasty Northers that plagued the Sea of Cortez

late last year, Dennis and Lisa from **Lady Galadriel** asked us if we'd care to join them and some friends for a Thanksgiving potluck at Marina Palmira. The idea snowballed, and before Lisa and the other organizers knew it, 50 people wanted in. Since that would be a little much for a typical dock party, the marina staff not only let us use their patio but provided the tables and chairs. And when it looked

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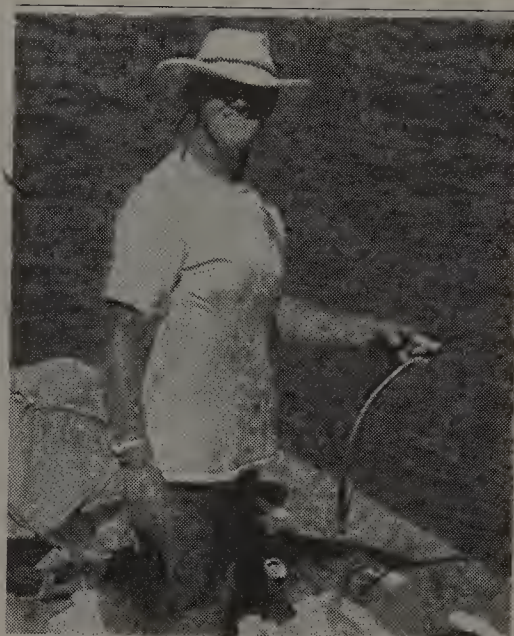
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CHANGES

like rain, Manuel arranged for a huge tent. It was a little hard to find turkeys, then we discovered that boat ovens aren't big enough to handle whole ones. So we needed to — and this isn't very traditional — cut the frozen turkeys in half. This was no easy task, and a multitude of instruments proved to be not up to the job. Then somebody brought a Makita Sawsall! It took three batteries, but it did the job. Dinner was incredible, as everyone brought a traditional family dish. Thanks to those on **Lady Galadriel**, **Magic**, **Mikelele**, **In The Mood**, **El Regalo**, **Kwilima**, and all the others, we'll always remember it as a special Thanksgiving. 'Thanks' to Manuel and the rest of the staff at Marina Palmira.

"The year 2002 was a very busy year for us," report Andy and Jill Rothman of the Tiburon-based J/40 **First Light**, "as we visited 10 countries while sailing 7,000 miles between Thailand and the Med." We'll have a full report on their trip in the March issue.

Don and Lynne Sanders, who took off from Benicia many years ago aboard their Skookum 53 **Eilean**, report they went



LISA WELSCH

Remember 'Mamouna' from earlier in 'Changes'? Well, this is skipper Doug Welsch, and this is what he looks like taking on water in the dink.

around the world last year. On a 747. They left their ketch at Mooloolaba on Australia's Sunshine Coast, where she's been based for several years now, and hopped the plane. Their last flight back

to the boat was from Sacramento, where it was 110°, to Sydney, where it was 45° and everybody had the flu. Naturally, they caught it, too. All was well by Christmas, however, it was 80° in Mooloolaba with a lovely sailing breeze out of the southeast.

"We've been meaning to write because we've had some major changes in our cruising plans," advise Derek and Emily Fisher of the Sausalito-based Columbia 31 **Tango**. "The day we dropped anchor at Punta de Mita on mainland Mexico in mid-November, we found out that I was pregnant! This was a surprise, as we weren't planning on starting a family for a couple of years. After staying in Puerto Vallarta for a few days, we decided to head back to the States due to my increasing discomfort — major nausea — and not knowing much about being pregnant. We had a great sail back up to Mazatlan, a nasty sail across the Sea of Cortez, and a thoroughly miserable bash up the Baja coast. We stayed in Turtle Bay for several days waiting for the systems hitting California to die down, which they never really did, so we continued north anyway.

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We arrived in San Diego three days before Christmas. All in all, we sailed 3,000 miles at an average of 4 knots, and were extremely pleased that our 38-year-old boat performed so well and without any problems. The only casualty was a torn spinnaker. Miraculously, we managed to sell *Tango* in San Diego in less than a week! We are now fast forwarding to our post-cruising plans a year or so earlier than expected, and will try living in the Midwest in a home without a diesel engine for a change. With the baby coming in July no matter if we're ready or not, it's the end of an era for us."

With all the talk about **clearing fees** and procedures in **Mexico**, it's worth checking what it costs to clear and cruise in other places. In the **British Virgin Islands**, checking in — you only have to do it once — costs \$20 U.S., plus \$6.50 if it's the first time you're checking in that year. If you're staying longer than 30 days, visas must be renewed at \$25 a person, and the boat must be temporarily imported for an additional \$200. Checking out at Virgin Gorda is \$5 person, while at

COURTESY SCIROCCO



Photo Fun: When in the San Blas Islands, using the toilet involves a walk out a pier and a 'direct deposit' in the otherwise clear Caribbean Sea.

Jose van Dyke it's only \$1.

In **Puerto Rico**, which is more or less the good old U.S. of A., it's \$25 for U.S. boats to check in, but you only have to pay it once a year. It's \$37 for foreign

boats, and that includes a one-year cruising permit. Foreigners aren't charged for visas. When it comes to clearing fees and procedures, is the U.S. the most hospitable or what?

In order to promote marine tourism in **Venezuela**, back in November of '91, the legislature made amendments to Article 38, which deals with foreign vessels checking in and out of that country. The



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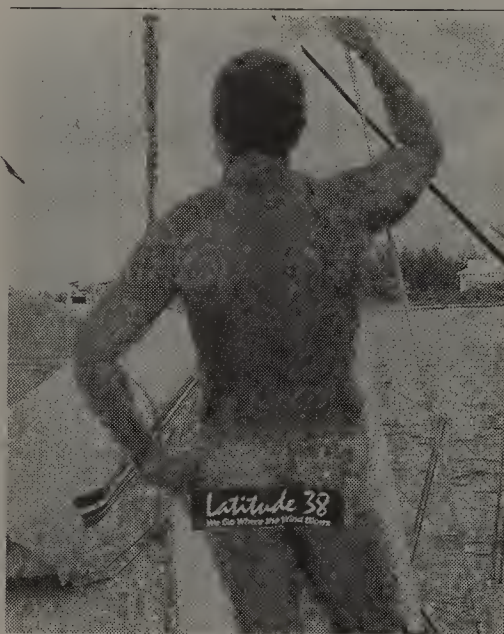
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changes meant that once a foreign vessel less than 40 tons had checked into the country and paid a fee of 300 Bolivars, it could move about the country without having to check in with other port captains. At least this is how the Chamber of Commerce for the state of Sucre interprets the law. Since many port captains in Venezuela aren't up to speed on the law, the C of C suggests that cruisers carry a copy of Article 38 around with them. It can be downloaded from their Web site. Of course, given the upheaval in Venezuela these days, it might be best to avoid that area for awhile.

"After a fine trip from Annapolis to the British Virgins in November of last year with my friend Stu Wallace," writes Marc Hachey of the Auburn-based Peterson 44 **Sea Angel**, "I had a singlehander who noticed my hailing port drop by with the latest *Latitude*, my favorite rag. I had a good chuckle over the comments made about the girl's bikini on the August cover. I thought it was a great photo, but it did get me to thinking about the 'BUMper sticker' photo of me that had appeared in *Latitude*. Perhaps I was exploited? That I



COURTESY SEA ANGEL

Marc Hachey of 'Sea Angel' offers a little eye-candy for the female readers. And who knows, maybe a couple of the guys, too.

had taken a step backwards for the respect of my fellow man? There were no letters of complaint, so I began to wonder if nobody cared about me and my feelings. Seriously, if the people who com-

plained kept their bodies in better shape, they would have a better appreciation of well-toned bodies, and they'd show more respect for those of us who aren't ashamed of how we look. So keep publishing the great photos, as there's nothing wrong with a little 'eye-candy' for both sexes.

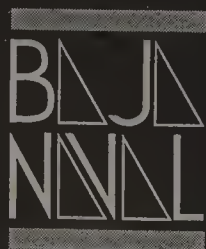
"By the way, last summer my cousin Wayne Hachey sailed from Cape Cod to Annapolis with me via Long Island Sound, New York City, the New Jersey coast, the Delaware River, and up through the C&D Canal and into the Chesapeake Bay. It was a great trip with some fine sailing. During my two-week stay in Annapolis, I got to spend some time with Bill and Lisa of **Vite**, who I'd met on the 'left coast' of Panama. I also got to talk over the VHF with old cruising friends John and Barbara from **Dream Weaver**, who I expect to bump into down here in the Virgins. It's just so great to reconnect with cruising friends after being off the water for a few months. I then returned to the Corrotoman River, off the Rappahanock, where friends Ray and Elizabeth Berube, whom I'd first met on my trip north in

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June, invited me to tie to the pier where they keep their Sabre 32. With water and power, it was a real treat to not have to worry about charging the batteries to keep the refrig running. There were a few frosts while I was there, so I cannot begin to put a value on the electric heater that kept the main salon of *Sea Angel* comfortable. Ray and Elizabeth were wonderful to me as they invited me to join them for several meals, offered me the use of their washer and dryer, allowed me to take hot showers, drove me all around to get boat parts and provisions, and introduced me to several great people while I was there. The only negative was that Ray kicked my butt in cribbage 85% of the time."

For the past several months, we've been listing the big events coming up in Mexico. Here, for a change, are the big upcoming events in the Caribbean: **Heineken Regatta**, St. Maarten, March 7-9. This is serious fun no matter if you race your cruising boat, race on someone else's boat, or just like to drink and dance the night away. **B.V.I. Spring Regatta**, April 4-6. Great fun in the British Virgins,

ELISABETH DURET



Perhaps the best time to visit Antigua with a cruising boat is during the Antigua Class Yacht Regatta, held each year in mid-April.

which because of consistent trades and flat water, were made for pleasure sailing. **Antigua Classic Yacht Regatta**, April 17-22. This side of the Med, there's nothing that can touch this assemblage of classic yachts, and the Med can't match the

sailing conditions. **Bequia Easter Regatta**, April 17-21. Bequia is a great little island, and the racing and partying are a little less intense. **Antigua Sailing Week**, April 27-May 3. Although we're told this event isn't quite as wild and crazy as it once was, it's still at the upper limits. But it's at least worth checking out for a race or two.

But no matter where you sail, make **2003** your best cruising year ever!

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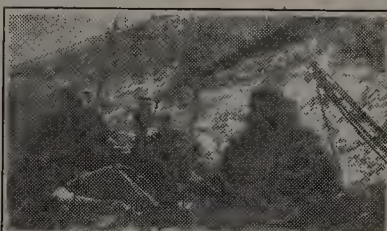
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J/24, 1979. Full set of sails, Harken roller furling, drum is easily removed for racing, control lines led aft. Yellow hull and spars, well-named *Lightening*. 8 hp Johnson with alternator. Great boat. Asking \$3,500. Call (510) 520-8432.

MONTGOMERY 15, 1981. New 2.5 hp Mariner outboard, Trail-Rite trailer. New bottom paint, cabin cushions, anchor, compass, full cover, etc. All in excellent condition. \$4,800. Call (619) 820-6412.

CATALINA 22, 1988. Beautiful. Wing keel, roller furling, 5 hp Honda, very clean interior, VHF, and many extras. New gel coat, micron bottom, rub rail, thru hulls, and more. \$8,950 with trailer. Call (707) 829-6768 or email prange@sonic.net.

I-14 SAILBOAT FOR SALE. Simply rigged, Larry Tuttle boards, 6' carbon fiber bowsprit. 2 mains, new Pineapple jib. With trailer. Cold-molded mahogany, in excellent shape, new full cover. Good starter boat. \$1,500. Call (510) 923-1627.

MOORE 24. New 140% jib, 97% jib, Larsen main. 2 spinnakers. Autohelm 2000 autopilot, trailer, knotmeter, 3/4 cover, gel battery. Barney post traveler, dry-stored in Alameda. \$8,500. Call (510) 923-1627.

25 TO 28 FEET

TARTAN 26, 1973. Yanmar 1GM10, radar, GPS, VHF, compass. Autohelm knotmeter, depth and tiller pilot. Roller furling jib and genoa, Harken traveller, dodger. New fuel tank, electric and manual bilge pumps. All lines led to cockpit. More information and pics at Website: <http://12.208.13.135:8000/muse> \$8,500. Please call Mike (925) 447-6533 or email: mikematthews@attbi.com.

ESTATE SALE. 1974 Michel DuFour D-27. Bristol family cruising yacht with panache. Call for details. First owner's rep. No fees, commission or brokers. Filed at sirloin price, \$4,29/lb. Please call Michael (707) 782-1234.

EXPRESS 27. New rigging, lowers, deck work. \$8K in work completed. Ready to race. Needs new sails plus extra gear taken off. Located at Nelson's Marine. Please call Mark (650) 281-3458 or email: marka@arquette.net.

SOLING 27, 1981. Olympic racer converted to cruiser. Full flotation, self bailing/tacking, running lights. Sails, spinnakers, bottom paint, 4 hp outboard, all excellent. Fast: SA/D 23, PHRF 150. Closest thing to a Melges for \$2,500. Call (510) 502-3607.

CATALINA C250WB, 1995. Wheel, trailer, furling, new Honda 8 hp, enclosed head, sleeps 4+. Factory upgrades to meet 2002 specs. \$7,000 extras included. Bottom Dec 2002. Great Bay or lake boat. Asking \$16,900. Vallejo. (707) 449-0468 or email: Gclarke@crindustries.com.

RANGER 26 SLOOP, 1971. Be your own captain. Fully equipped, sound boat with wonderful 1998 Nissan 8 hp outboard. Sleeps 4. Main, jib, and spinnaker. Berthed Sausalito. \$3,500. Please call (415) 388-7102.

MORGAN 28, 1969. Beautiful shape, excellent Bay or cruising boat. Large inside cabin, separate head, bottom paint 2000. New Yamaha 12 hp diesel, wheel, autopilot, swing keel, VHF, compass, lines led aft, shorepower, Loran, more. Sacrifice at \$11,200. Call (925) 439-8883.



SANTA CRUZ 27. Complete restoration in 2001. All deck hardware, rigging, running rigging and Ullman sails are new, as well as eye-catching exterior paint and nonskid. New interior. Much, much more. Truly the finest and best maintained SC-27 on the water today. Exceptional performance and race record in SoCal. \$15,000. Call (805) 687-5482.

CATALINA 25, 1977. New mast, standing and running rigging, roller jib. Includes autopilot, anchor, dodger and weather cloth, cruising spinnaker, marine radio, two batteries plus charger, water tank, pump head, holding tank. Sleeps 5. \$6,000/obo. Please call (510) 287-9456 or email: nick1on1@aol.com.

CATALINA 25, 1982. Swing keel, standard rig, traditional interior, epoxy bottom, 9.9 O/B with electric start/charger. Harken RF, jib, reef and lazyjack main, vang, boom brake, split backstay, c-cushions. Swim ladder, hydraulic pop-top with enclosure, pressure water. New Origo 3000 stove, shore power and cord, holding tank and pump out. New batteries and charger, new 12K GVW trailer and lots more. Boat at Ballena Isle Marina but may deliver to West Coast. \$11,000. (530) 470-0511.

SANTANA 27, 1967. Schock built. 8 hp Evinrude. Spinnaker with pole, roller furling. Roomy interior with beautiful wood finish. 2-burner propane stove, refrigerator, Porta-Potti. Great condition, fast classic. \$5,400. Call (707) 649-2579.

RANGER 26. Great condition. Recent paint and rigging. Engine. Must sell, off to Hawaii. Take over SF Gashouse Marina berth. \$9,500/obo. Marc (415) 385-4519.



SANTANA 27, 1967. Fast and seaworthy. Surveyed May 2002. 9.9 Yamaha longshaft, 5 sails, radio, compass, depth, knotmeter, shore power. Marine head with sink and hanging locker. Galley has sink, 2-burner alcohol stove, fridge. Located Alameda. \$4,500. Please call Peter (510) 635-6639 or email: pingersoll@sbcglobal.net.

CORONADO 27. Boat in perfect working order. 10 hp outboard motor, full and storm jibs. Brand new boom, bottom recently cleaned and inspected. Call for info (510) 967-8873.

CATALINA 27, 1982. Good condition, great family Bay boat, race / cruise. New roller furling, bottom paint, stereo. 15 hp outboard, shorepower, charger, depth sounder, compass. Sleeps 5, galley, enclosed head. \$9,200. Call (650) 333-7873 or email: kevinwilkinson@hotmail.com.

YANKEE 26, 1975. Sparkman & Stephens design. Roller furling, wheel, Origo stove, BBQ, D/S, VHF, autopilot. Lines led aft. New aux. bottom paint, cutlass, 3-blade prop. Comes with transferable Moss Landing slip. \$12,000. (831) 212-4405 or email: jkeoughan@aol.com.

25-FT CAPE DORY 25-D, 1984. Classic Alberg design, respected Cape Dory quality. Yanmar diesel, autopilot, depth, speed/ log. VHF, 2 Danforths. Excellent condition. Cruise ready. \$21,000. (619) 224-6594 or email: ajeske@ixpres.com for photos and full specs.

COLUMBIA 28, 1968. Berthed in SF. 30-ft transferable slip? Hauled and surveyed 03/02 with new bottom, Harken furler, cockpit and cabin cushions, mast stepped and new rigging. Rebuilt Atomic 4 with 100 hours. Keel bolts replaced. 2nd owner 25 years. \$10,000. Sacrifice, buying boat. Call John (209) 258-8508 or email: jvoss@volcano.net.



PACIFIC SEACRAFT 25 Mk II, 1978. Full keel pocket cruiser, rebuilt 8 hp Yanmar diesel inboard. Newly upholstered interior cushions, custom cockpit cushions. Head, galley, freshwater tank, teak decks, full boat cover, two complete sets of sails. \$17,500. Please call (650) 444-4699.

YAMAHA 25 Mk II, 1979. Great condition, Yanmar inboard diesel, new roller furling, 2 jibs, spinnaker, 2 mains, autopilot, alcohol stove, FW sink, VHF, CD. Full keel, Bay or coastal boat for race or cruise. Loch Lomond. \$7,400/obo. (707) 477-3643.

MacGREGOR 26, 1995. Excellent condition. VHF, anchor, new battery, like new 8 hp Nissan with charging system. Original trailer, spare, EZ mast, poptop with bimini, ladder, main, jib, unsinkable, water ballast, swing keel. \$9,750/obo. Email: GibsonGirl_1@msn.com for pictures. Call (925) 691-6046.

COLUMBIA 28, 1968. Draft less than four feet makes this a perfect Bay boat. New main, 9.9 hp outboard in well. Autopilot, shorepower, whisker pole, holding tank. Transferable Berkeley upwind berth. New bottom paint 8/02. \$8,000. (510) 843-2038 or email: macksboat@reswiring.com.

SANTANA 27. Good shape. Fast hull. Honda 4-stroke outboard, reefable main and jib, ceiling liner, 7-ft V-berth. Much new. Excellent Bay boat. \$8,900. To view call (707) 838-6975.

WEST COAST TRITON #165, 1960. Hull sound, needs work. No mast, not much hardware, dead A-4, reinforced mast step. Located Berkeley. \$2,000. (530) 224-1361 or email: rvandiest@shastalink.k12.ca.us.

CATALINA 27, 1975. 10 hp Yamaha. 2 sets of sails. Stove, life vests, radio, fish/depth finder. Berthed Oakland. CATV. \$7,000. Call Dan (415) 751-1370 or (415) 809-3586 (pgr).

ALEUTKA 26, 1981. Rare bluewater cruiser. Canoe stern, tiller, stout rigging, Yanmar diesel. Teak interior with galley. Ready to go, only \$8,900. Please call (949) 723-0648.

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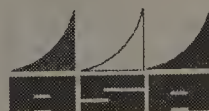
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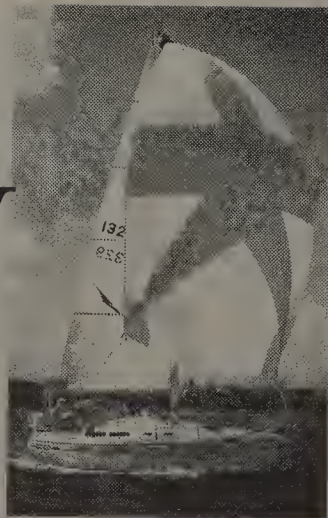
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MacGREGOR 26X, 1998. Excellent condition, one owner. 50 hp Yamaha, trailer. Many extras. Roller furling, bottom paint, bimini, cushions, storage pockets, VHF, depthfinder, anchor. \$21,000 or trade for 25'+ aluminum power boat, near coastal diving. Sacramento area. (916) 765-1400 or email: KFreed232@hotmail.com.

CORONADO 27. Clean. Sleeps 5, 6' headroom. Safe Bay boat. Fiberglass. Sweet sailer. VHF, 4 hp outboard, new boom, jiffy reefing, anchor, ground tackle, custom cabinets. Great boat, \$5,000/obo. Call (650) 269-4012.

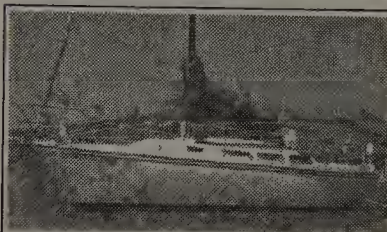
1963 THUNDERBIRD SLOOP. \$6,500/obo. Great shape. New UK racing sails, main, #1, chute. Harken windward sheeting traveler. Lewmar winches. Nissan 5 hp outboard. Includes trailer. New cushions for interior. See Website <<http://www.sdwaterfront.com/spirit>> Please email: dave@sdwaterfront.com or call (619) 889-5784.

OLSON 25. Excellent condition. Full Pineapple sail inventory, brand new Kevlar #1, new Yamaha 3.5 hp outboard, new hal-yards, B&G, fully loaded. 2001 Jazz Cup division winner. Great for racing and cruising on the Bay. Just \$10,800. Call evenings (707) 745-2209.

NEWPORT 28, 1978. Recently rebuilt Atomic 4, Autohelm 800, Harken jib reefing and furling system. New head, beautiful cabin floor. Handheld VHF, good sails, custom canvas. Berthed Antioch. \$9,500/obo. Call (530) 823-1400.

ALBIN 28 CUMULUS, 1982. Gorgeous, sleek, fin keel sloop. Excellent Scandinavian build quality. Powerful 7/8 rig. Fast and seakindly. Yanmar diesel, folding prop, 2-speed self-tailing Lewmars. Very nice sails and general condition. Ready. Reduced \$12,500/obo. (510) 499-9211.

29 TO 31 FEET



CATALINA 30, 1978. Very clean. Furling jib, full canvas with dodger, Anderson self-tailing winches, VHF, knot/depth, new interior. Main, jib, BBQ, great slip. Atomic 4 runs excellent. \$22,500/obo. Please call Chris (831) 438-3135 or email: homebrew24@earthlink.net.

C&C LANCER 30. Great racer/cruiser for sale to upgrade to bigger boat. Good sailing vessel that needs some work. Call for info (510) 967-8873.

29-FT CASCADE SLOOP. Volvo diesel. Fiberglass pocket cruiser. New rigging, AC system, winches. Ready to sail but needs a little TLC. \$6,000/obo. Please call (408) 348-3681.

YANKEE 30, 1971. Fast racer/cruiser. Traditional Sparkman & Stephens design. 2GM20 Volvo diesel. Roller furling jib, full batten main, dodger, windlass, autopilot. 2 tank propane stove/oven, custom cabinets and upholstery. 5'11" headroom, 3-blade folding prop, many sails. Lying Alameda. \$15,000. Call (510) 337-3220.



CAL 29, 1973. Sweet sailing and cabin comfort. Atomic 4, good ground tackle. Almost new: manual bilge pump, head, Force 10 stove, 2 batteries, high-visibility compass, Autohelm. San Leandro, N-8. Sacrifice at \$11,750/obo. Financing available. Tom (408) 353-1665.

ISLANDER 29, 1967. Full cutaway keel. Over \$10,000 invested in the last two years. Moving, must sell. This price good through 2/15/03, then it goes to the broker. No hull-kickers or bull-shitters. \$8,000/firm. Call (916) 718-1446.

CS 30, 1985. Live / cruise / race. H/C pressure, 18 hp Volvo diesel. 36" wheel, smart 2-battery charger, propane oven, map GPS plus Nexus 3000 instruments. Race-faired hull/keel. Symmetric spinnaker. Recent Harken furler, standing, running rigging, led aft. \$31,000. Call Mark (415) 309-0160.

NONSUCH 30, 1982. Classic. Famous for ease of sailing and high quality, this yacht is in superb condition. Lots of extras in addition to long standard equipment list. If you've ever wanted a Nonsuch, see this one. \$48,500. Call (707) 486-7699 (days) or (707) 554-8725 (eves).

NEWPORT 30, 1978. Phase II. Very comfortable deluxe interior. 3 burner stove with oven. Good running reliable Atomic 4. 3 jibs, one is a drifter. Legal head. Be sailing by summer, lets talk. \$11,734. Call Jene (209) 942-4544.

ISLANDER 30 Mk II, 1973. Very clean. 3-burner stove/oven, Atomic 4 engine. Main and jib with Hood furler. Wheel steering, Lectrasan head. Full gelcoat strip and new bottom paint just completed by Svendsen's Boat Works. \$12,000. Please call Sean (510) 864-8403 or email: sean@svendsens.com.



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PEARSON TRITON 28.5, 1966. Wood combings and interior, mast step block collar, six lines led aft. Spinnaker, jib, genoa, almost new main. Sound hull and deck, needs paint, work. Atomic 4 not running. \$3,800/obo. Call (510) 815-0592.

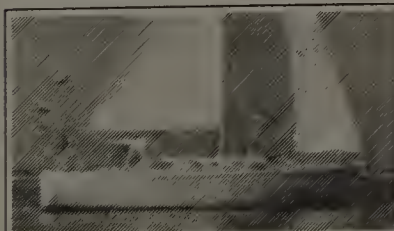
31-FT GERMAN-MADE FIBERGLASS SLOOP. 8 months old. Due to my job I have to relocate and must sell this brand new boat. All varnished mahogany below. Self-tending jib on traveler, setup to singlehand and easy for a couple to sail. Only 80 hours on brand new Volvo engine. I have added VHF, cockpit speaker for VHF, spinnaker halyard led aft, bow and stern anchors, GPS. Documented with the US Coast Guard. Sold for \$108,000 in May of 2002 and I have added 4K worth of gear. \$90,000/firm. Call (415) 567-8880.

RAWSON 30 BLUEWATER CRUISER. Hull #48, very sound. Isuzu diesel uninstalled. Borg-Warner transmission. Stainless alcohol stove, uninstalled. Storage galore. Lectrasan, new windlass, anchor and rode. 12,000 displacement, 5,000 ballast. Great boat, fixer-upper, needs TLC. \$8,500/obo. Please call (510) 923-1383.



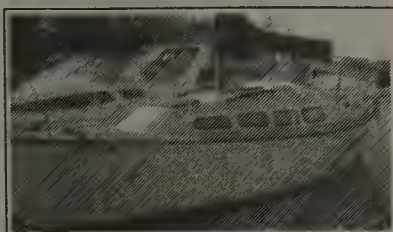
ISLANDER 30, 1974. Excellent shape with dodger, roller furling, diesel, self-tailers, AM/FM cassette and alcohol stove. Newly rebuilt jib and new boom 08/02. New paint top and bottom 08/01. Eight sails including Mercedes spinnaker and Candy Stripe drifter. \$19,995. Please call (415) 289-0538 (lv msg).

ERICSON 30+, 1984. Well equipped Mexico veteran, Universal 18 diesel, wheel, roller furling, teak interior, sleeps 6, 25 gal fuel, 43 gal water, 18 gal waste, pressure hot & cold. CQR, 2 Danforths, windlass, liferaft, much more. \$29,900. Please call (858) 459-6832 or email: kaukoe@juno.com.



COLUMBIA 30. I am desperate to sell this boat so I can move to my beautiful new cat waiting for me in the Caribbean. Too much new stuff to list. Lots of cruising gear. Asking \$20,000. Call (510) 535-2681 or email: frolic417@aol.com.

C&C 29, 1977. Fin keel sloop, performance cruiser, good condition, Universal 16 diesel, wheel, radio, small galley, head-toilet/sink, standing headroom, 6 sails, 2 anchors, folding propeller. Great Bay and coastal cruiser, sleeps 5. Call Mike (831) 539-1428 or email: faulkmd@yahoo.com.



LANCER 30, 1976. Ready to sail or live in. Very good condition. Sturdy racer/cruiser, fiberglass, keel. Interior redone. Sleeps 4. 25 hp outboard Johnson with control kit. Beautiful boat with lots of character. Emeryville. Pictures available. Call (415) 336-9283 or (419) 283-0359 or email: alexxandre@excite.com.

DUFOR ARPEGE 30. Fast IOR boat with strong racing history. She is solidly built and ready for Bay and beyond. New Westerbeke diesel. Great layout below. Four self-tailing winches in cockpit and Harken race traveler. Must go. \$7,000. Call (510) 749-9786.

CAL 29, 1973. Tiller, autopilot, Atomic 4, ladder, 3 anchors, ground tackle. Beautiful cabin, AC refrigerator, Force 10 stove and oven. Must sell now. \$10,750. San Leandro. Tom (408) 353-1665. May help finance.

CATALINA 30, 1989. #5612. Freshwater boat. Fin keel, Universal 25 diesel. Depth and Knotmeter. New main and jib, extra main and 130 jib. Harken RF jib, all winches self-tailing. 2001 bottom job, upgraded traveler, dodger. Beautifully maintained inside and out. Autopilot, VHF, CNG oven and stove, H/C pressure water, charger, stereo. Maintenance records, rail seats, canvas cover for cabin and cockpit, side wind guards for cold days. Originally a Southern CA boat. Extras. \$36,000/obo. Call (916) 712-1913.

32 TO 35 FEET

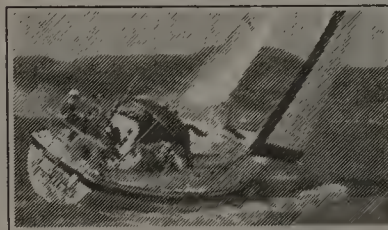
YAMAHA 33, 1980. Tail? 6'3" headroom, slide-out vanity, scads of storage, aft double berth plus V-berth. Yanmar is forward, less noise. Profurl, spinnaker and asymmetrical, lazyjacks. Steal this beauty for \$26,000. San Leandro. Call Tom (408) 353-1665. Maybe finance.

YORKTOWN 33, 1976. Built in Martinez as *Rani Laut*. On the hard in Napa for two years. Perkins diesel, 3 mains. All there, needs sorting. 30 year unfinished project, but sails well. Lived aboard for 8 years. Documented. \$17,500/obo. Call (209) 601-2228.

FUJI 35, 1972. Designed by John G. Alden. Ready to cross the Pacific. Located Arica, Chile. US\$30,000. For more information email: mikadofw@hotmail.com.

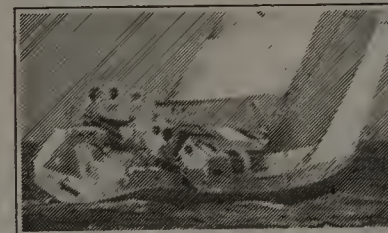
CATALINA 34, 1986. 23 hp diesel, sleeps 7. Autopilot, GPS, AM/FM/CD, VHF, hard VHF, lifesling. New items, extras. San Diego Bay. \$49,500/obo. (760) 717-0827.

BENETEAU 32s5, 1989. Second owner. Hauled, bottom painted, engine serviced in 2002. Roller furling jib, refrigeration, hot water heater, leather wheel, CD stereo, VHF, depth, speed, compass, etc. Great boat for SF Bay. \$55,000. (415) 433-0900.



ALOHA 34, 1984. Bristol condition. One owner, meticulously maintained. Ideal Bay boat or for world cruising. New dodger, all brightwork covered with canvas, cockpit sun awning. 30 hp Westerbeke diesel, furling jib, 2 mains, 3 jibs, cruising spinnaker. Gel cell batteries, stereo with cockpit speakers, autopilot, Loran, color TV, propane stove with two tanks, teak interior, sleeps six. Fully equipped for cruising or liveaboard. Located Tiburon. \$52,000. Call (415) 435-2139 or email: jesanford7@aol.com.

ARIES 32, 1974. Sound, double-ended, full keel bluewater cruiser lying in Santa Cruz. Westerbeke 25 hp diesel with 1,050 hours. Recent tabernacled spar with over-size rigging. New ss fuel tanks and mainsail. Price reduced to \$18,000. Call Doug (831) 427-1289.

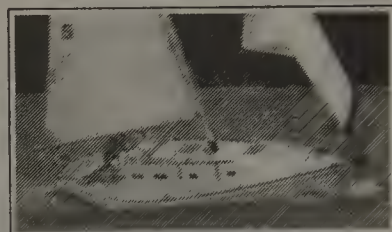


BENETEAU 32.5, 1989. First series. For sale by owner. Below deck headsail 135%, fully battened main. New sails in 2000. Adler-Barbour refrigeration, GEL batteries with Heart interface, GPS, barbeque, 18 hp Volvo. Prime Sausalito slip. Great condition. \$60,000. Call (415) 332-4604.

HUNTER 33.5, 1994. Excellent condition. Two mainsails, furling jib, dodger, CD/stereo, and many upgrades for sailing SF Bay. Asking \$55,000. Call (805) 462-1267.

BALTIC 35, 1986. Great aft cabin. Teak cockpit. Upgraded winches, Harken RF, spinnaker equipped. \$65,000/obo. Call (408) 523-6697.

CREALOCK 34. Price reduced. \$89,500. Immaculate condition. Completely cruise equipped. Provision and go. Call (626) 447-1871 or email: leslieb@hawaii.edu.



NORWEST 33, 1979. Hull #11 (sister-ship). Chuck Burns design. Built locally. Sailed worldwide. Second owner. Beautifully kept, many upgrades. My plans to cruise have changed but the boat still wants to go. Must see, in Sausalito. Asking \$53,500. Call (415) 331-5705 or (415) 533-2992 (cell).

ALBERG/ERICSON 35, 1965. Universal M-18 diesel with new 3 blade prop and shaft. LP on mast, topsides painted, Cetol on teak. Radar, GPS, autopilot, dodger and full cockpit cover. Force 10 propane heater. Located Morro Bay. \$34,500. Please call Paul (805) 440-8263 or email: bamaryl@starband.net.



MORGAN 321 SLOOP, 1979. 11.5' beam, Skeg hung rudder, 20 hp Yanmar freshwater cooled diesel. New Pineapple main, 2-90s, 2-110s, new mainsail cover. Radar, Furuno GP30 GPS, Garmin 162 chartplotter. 5 batteries, 20 amp. 3-stage battery charger. Pressure water, propane stove/oven, propane detector, A/B refer. New lifelines, S/L 2-speed manual windlass, CQR, Danforth anchors. Documented. Easily singlehanded. Asking \$29,995. Call (510) 532-1629 or (510) 326-3795.

HUNTER LEGEND 35.5, 1991. Excellent condition. Has all the amenities, including full instrumentation, Harken roller furling, dodger, Autohelm 4000ST, separate shower stall, teak and holly cabin sole, aft cabin, chart table and good ventilation and natural interior light. Must see. \$59,500. Call (415) 441-7160.

RAFIKI 35, 1980. Sloop, world cruiser, teak interior and deck. Recent Yanmar 3GM30 diesel, shaft, prop. 10 opening bronze ports, custom mast/boom/rigging. Autohelm autopilot with vane, 1,000-ft depth, Brisbane dock. Asking \$59,000. Please call (408) 867-9202 or email: wcelhoff@att.net.

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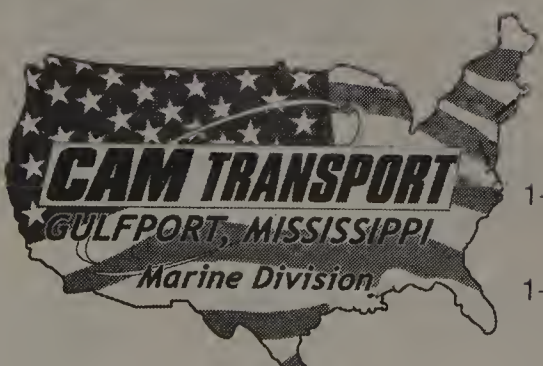
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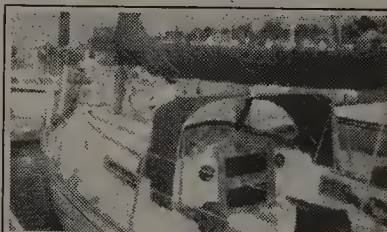
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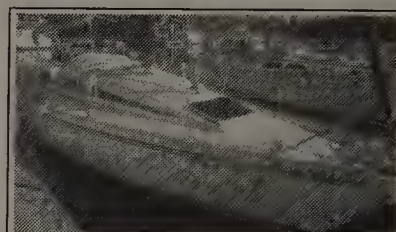
RUSTLER 32, 1968. Eight-ton cutter, classic plastic British-built Herreshoff design. New Westerbeke, 12/110 wiring. Nine sails, Monitor windvane, custom radar tower, much more. Lying Vallejo. \$29,000. Please call (775) 849-3441 or email: jdphdassociates@cs.com.

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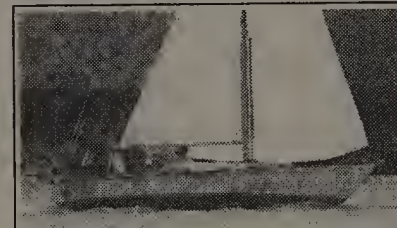
MORGAN 384, 1984. Perkins 4-108, DC refrigeration, inverter. Standard SL50 package, GPS 162, Autohelm ST4000, 150 amp alternator, solar panels/regulator, alcohol stove, microwave. 12v TV/VCR, stereo, cockpit speakers, new polyurethane topside. Bottom 2002. Survey 1998. Redone teak/sole, upgraded interior. Beautiful. \$65,000 or \$35,000/half. Call (925) 788-9010.

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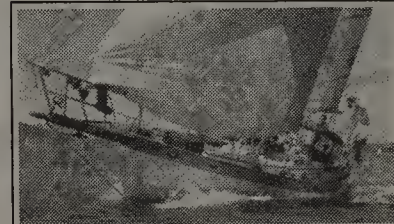
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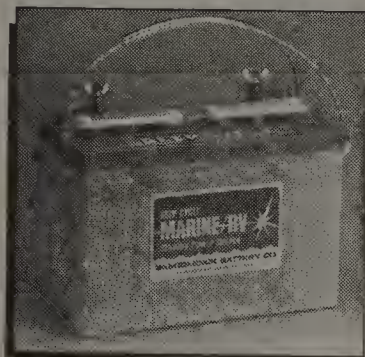


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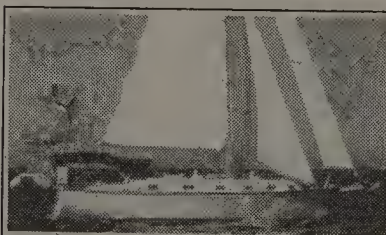
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MASON 43, 1985. Bristol inside and out, beautiful teak interior. ICOM GPS, SSB, VHF, Furuno radar. HRO watermaker, autopilot, refrigeration. Profurl headsails, new fully battened, storm sails, windlass, dual racors, feathering propeller, dripless shaft. \$187,000. Call (805) 683-8980 or email: jbabmio@aol.com.



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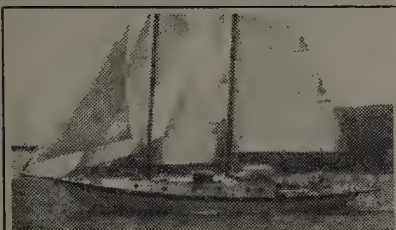
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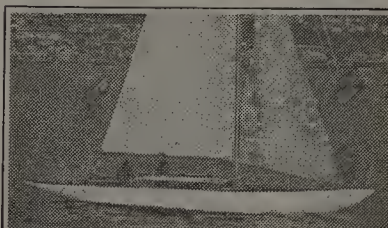
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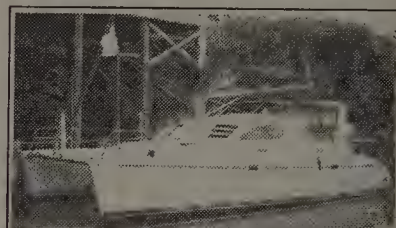
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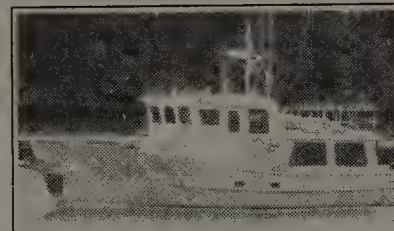
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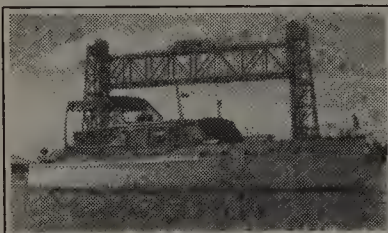


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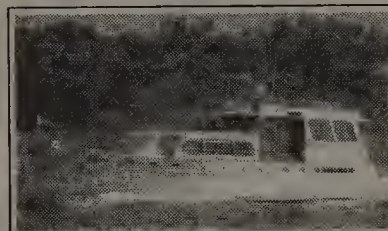
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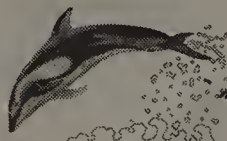
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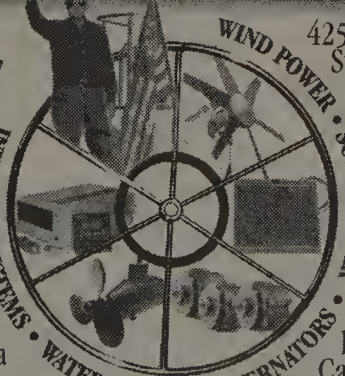
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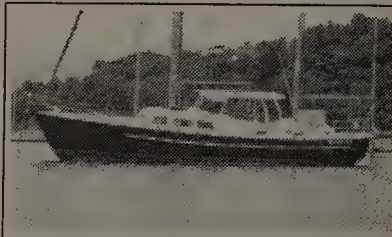
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O'DAY 25. Happy cruising in Mexico. Owners going bigger, but not necessarily better. Sailed Baja to Zihuatanejo and back. Solar panels, inverter, galley, head, built-in fuel and water tanks. Turnkey, liveaboard, trailerable boat. \$8,000. Email: compositegroup@hotmail.com.

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ISLANDER 36, 1985. Good condition. Located in San Diego. Interested in trading for larger boat for cruising. Please email: scboat@hotmail.com or call (619) 226-1137.

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WE NEED, YOU GOT? 37-ft cruising boat wants offshore liferaft, radar, SSB, solar panels, EPIRB. Call (310) 415-2516 or email: kayerags@aol.com.

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CLUB RACER/CRUISER, 27-30+ FEET. Must be clean and solid, with legal head, galley, inboard, good sails and no major problems. Desirables: wheel, roller furling, shorepower, full instrumentation. Immediate cash for right boat, please, no lemons. Please call (925) 253-1096 or email: Coronado34@aol.com.

TRAILER FOR 30-FT KEELBOAT with 6' draft. Boat weighs 5,500-lbs. Want double-axle in good to excellent condition. Can be lift-off only. Prefer East Bay (SF). Please call (707) 747-1672 or email: BobsailsSF@netscape.net.

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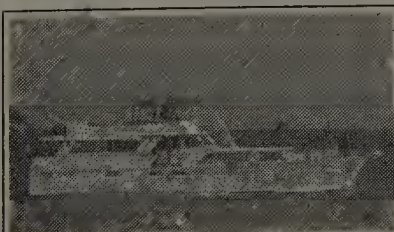
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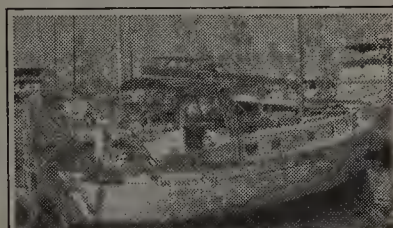
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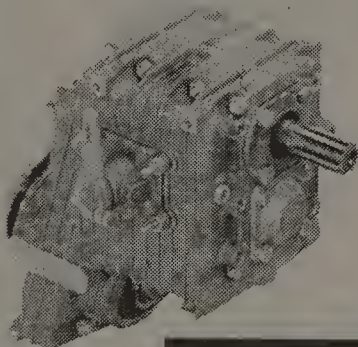
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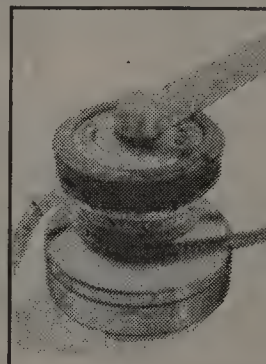
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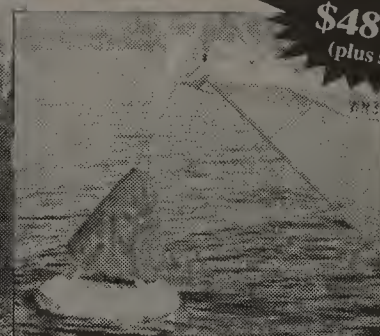
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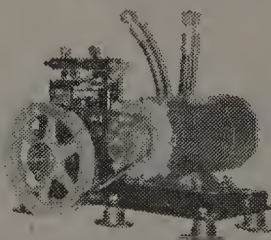
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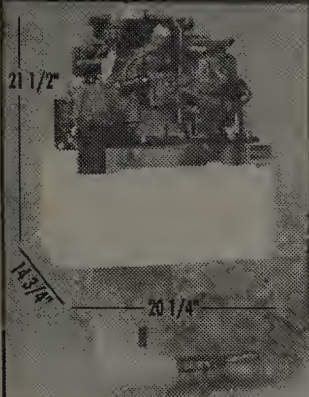
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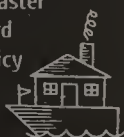
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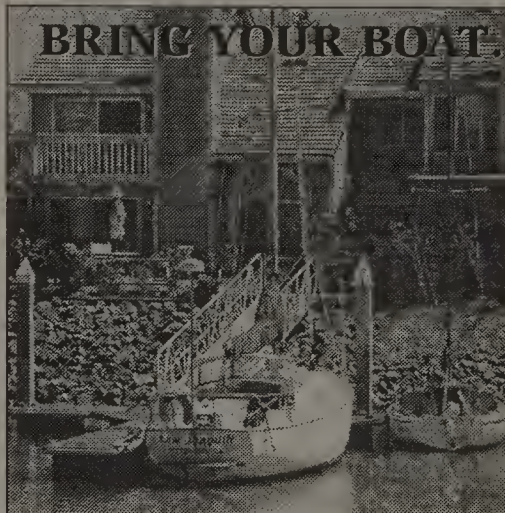
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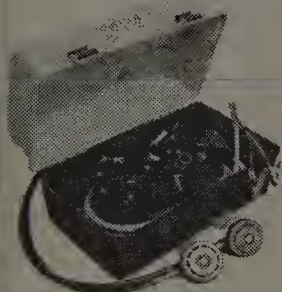
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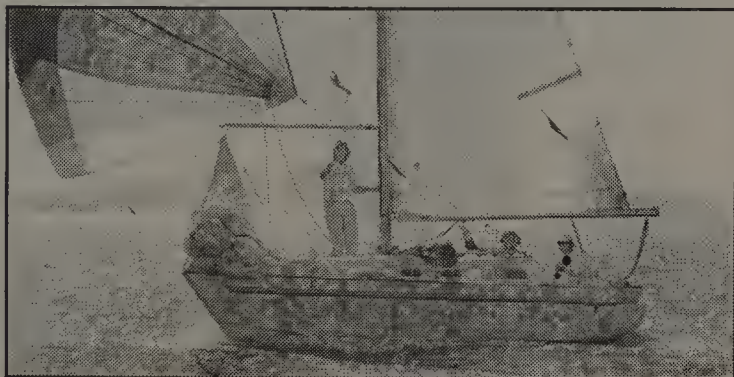
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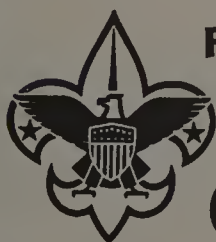
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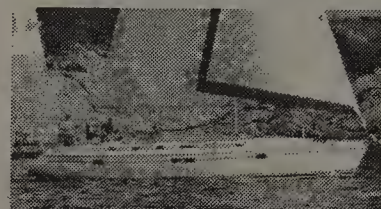
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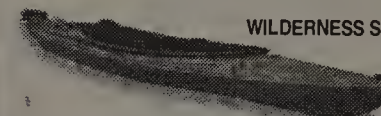
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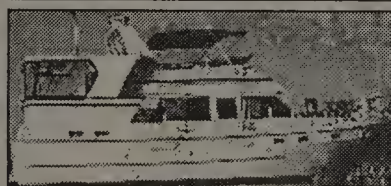
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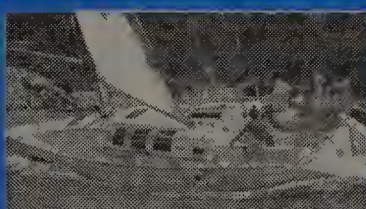
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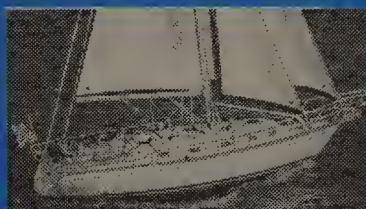
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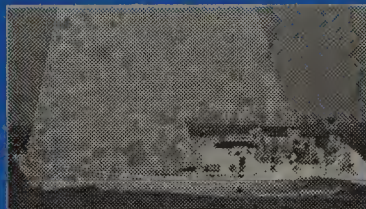
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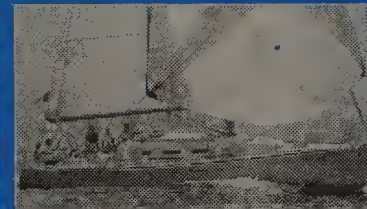
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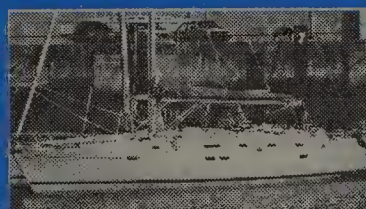
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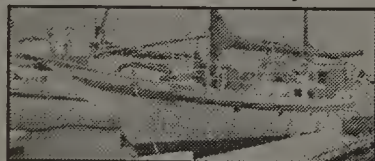
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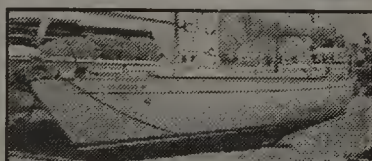
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William Garden design, stout offshore cruiser, 85hp Ford Lehman, genset, radar, GPS, SSB, dinghy & davits, complete canvas, Bristol condition. Asking \$249,000.

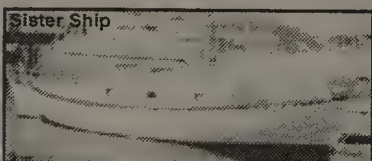


46' SWAN, 1983. German Frers design, radar, GPS, aft centerline queen, excellent offshore racer/cruiser, call for details. Reduced \$275,000



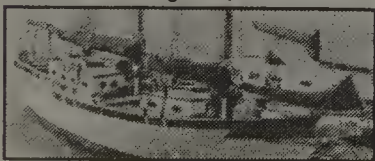
54' COOPER MAPLELEAF, 1979

Huntingford design, Ford Lehman 120hp diesel, radar, GPS, autopilot, genset, two staterooms, proven offshore cruiser. Asking \$229,500.



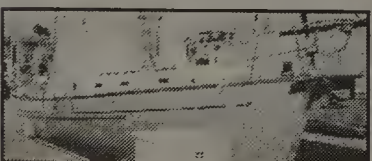
24' PACIFIC SEACRAFT, 1987

Yanmar Diesel, dodger, stout pocket cruiser. Call For Details! Asking \$53,500.



42' MURRAY PETERSON SCHOONER

Award winning, rich mahogany interior, autopilot, GPS, new full boat cover. Call for appt. Asking \$89,000.



46' MORGAN CC, 1981

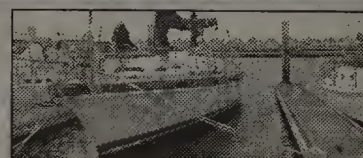
Perkins diesel, autopilot, GPS, radar, inverter, Onan genset, excellent condition!!! Asking \$129,900.

Experienced Sales Person Needed- Please Call

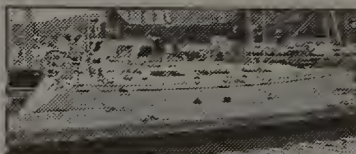
LAGER YACHT BROKERAGE CORP.



C&C 61 CUSTOM KETCH, 1972. This unique and quality vessel has just completed a major refit. New electronics, new sails, new furling system, new refrigerator, paint and decor. Fast and beautiful!



51' MORGAN, 1976. Spacious center cockpit cruiser. Large salon, 3 staterooms, including master aft in-suite head with stall shower. Great liveboard. New epoxy bottom. Recent price reduction. Very motivated seller. Bring offers...\$124,000.



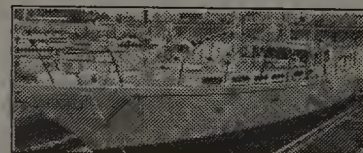
42' LA COSTE, 1985. ORIGINAL OWNER. This vessel features a clean contemporary interior. 2 S/R's, 2 heads, exquisite teak joinery work. Superior sailing performance in an elegant, comfortable cruiser.



X-412, 1998/99. XD is the finest example of this successful x-yacht design. Rare "classic" version. Elegant interior, finished to the highest standards. Current elects, sails. Many custom features. BRISTOL CONDITION THROUGHOUT.



51' JEANNEAU SUN LEGENDE, 1986. Bruce Farr design, features spacious interior with 2 separate S/Rs, 2 heads. Large teak cockpit, roller furling, full sail inventory. Fast, comfortable cruiser. New to market. (SISTERSHIP)



59' CUSTOM KETCH, 1978. Built in Australia, she features a center cockpit, full pilothouse with inside steering, spacious accommodations for eight, two separate heads, full electronics. Extremely well built for comfortable cruising.

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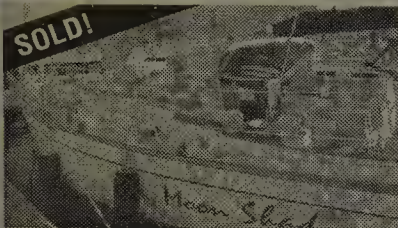
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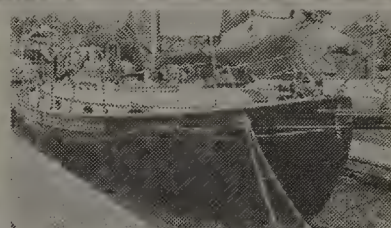
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\$55,000

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'83 ALOHA 32'
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'79 CSY 37'
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41' Ohlson, '67 60,000
40' Cal, '68 39,000
37' Lagoon Cat, '93 215,000
34' Wylie (Coyote), '81 29,500

33' Hans Christian, '86 100,000
32' Dreadnaught, '82. 2 frm 39,000
28' Fisher Cat, '77 70,000
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21' BOSTON WHALER,
1971
With 150 hp outboard
\$7,000



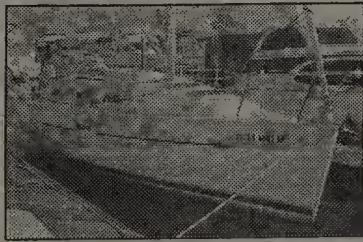
17' WYLIECAT, 1997
With lifting keel on trailer
\$7,500



J/35, 1988
With Yanmar diesel, complete
sail inventory. \$42,500

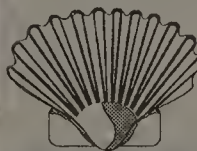


38' ERICSON, 1982
With great cruising interior
\$50,000



31' BENETEAU 311, 2000
Like new
\$77,000

MAC DONALD YACHT



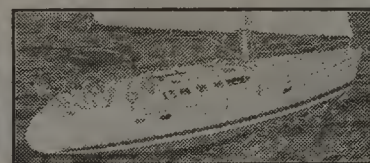
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53' CHEOY LEE
Roller furling, all the best cruising gear.
Just back, excellent.
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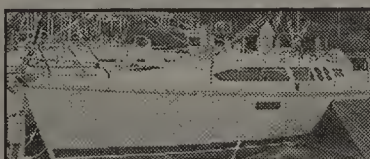
46' HUNTER, 2001
Bristol!



47' PETERSON PH MOTORSAILER, '89
Dual helms, full furling.
all the cruising goodies.
Ready to go in comfort.
\$150,000

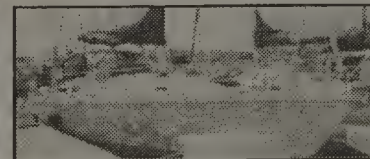


42' HUNTER PASSAGE, 1990
37'6" HUNTER, 1997



33' HUNTER 336, '95 SLOOP
\$79,000

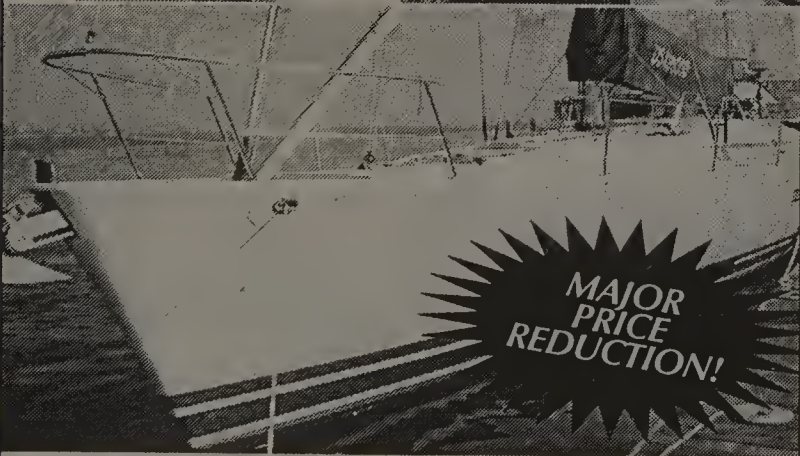
Also: 30' Newport, \$24,900



32' CATALINA 320, 1999
Dodger, windlass, refrig, inverter, four sails.

Also: Catalina 34'
and 3 Catalina 30'

Cassiopeia



1993 73' Laurie Davidson-designed, Ian Franklin-built fast cruiser.

Cassiopeia has an elegant yacht interior with 7' (2.13m) headroom throughout. This is not a stripped-out race boat. The interior is finished in a style reminiscent of the great Herreshoff New England sailing yachts of the 1930s. The interior layout is light, airy and elegant. The finish is to the highest yacht quality.

Laurie Davidson designed the New Zealand 1995 America Cup's winner, *Black Magic*. Ian Franklin is one of the best builders of composite, elegantly finished racing and cruising yachts. The easily driven hull is a joy to cruise. At 12 knots of wind *Cassiopeia* reaches at 9 knots, and at 25 knots reaches at 12.5 knots. Up to 9 knots the yacht will perform at windspeed. When sailing in cruise mode, one can expect to achieve 250 to 280 miles per day while broad reaching in 22 knots to 30 knots of wind (Hawaii to San Francisco in nine days). *Cassiopeia* handles all wind and sea conditions with ease, and comfortably cruises offshore with four crew. Replacement \$1.5 million. Priced to Sell! \$425,000. Will accept trades.

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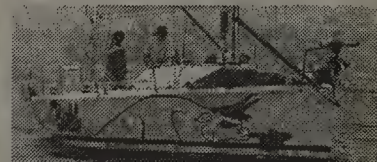
SANTA CRUZ 52. Best racer/cruiser ever. Carbon mast, retractable carbon sprit, convertible interior, many options and upgrades. 2 from \$529,000.



LUFFE 48. Excellent racer/cruiser. Fast and pretty. Excellent Danish quality. Diesel. Don't miss this opportunity. \$99,000.



SWAN 44. First quality racer/cruiser. Excellent condition and equipment. Fast and strong. \$179,000.



SYDNEY 40T. TransPac overall winner in 2001. The best of everything. Available at a fraction of replacement. \$325,000.



36' ANGLEMAN FIBERGLASS KETCH. Perfect cruising boat. 3GM Yanmar with low hours. Excellent equipment and layout. \$44,500.

70' Andrews, racer or cruiser	2 from \$395,000
60' Light, racer/cruiser	\$198,000
55' Hollmann, racer/cruiser	\$169,000
54' Hunter, many upgrades	\$96,000
52' Transpac, super fast	\$750,000
50' Catamaran, rotating mast	\$395,000
47' Beneteau 47.7, beautiful	\$325,000
40' Bill Lee, custom	\$59,000
36' Sparhawk, free standing cat ketch	\$49,500
35' J/Boat, great racer	\$47,500
35' Finnclipper, motor sailer	\$35,000
33' SR 33 by C&C, excellent racer	\$59,500

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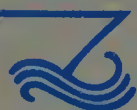
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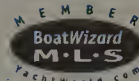
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NEW LISTING



See at:
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47' TAYANA CENTER COCKPIT CUTTER, 1991 Well-equipped Robert Perry-designed center cockpit cutter, 2 staterooms, large fin keel, skeg-hung rudder, deck-stepped mast. Very nice inside & out with renewed brightwork and teak decks, bottom just painted, full electronics, rebuilt winches. Spacious interior, recently renewed upholstery, flawless teak joinery. Low hours on 62hp Yanmar diesel and 5kw Northern Lights genset. **\$265,000**

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52' IRWIN, 1984

Some of the roomiest accommodations you're going to find on a yacht this size! Never cruised, very low hours on Perkins diesel and Westerbeke generator, new electronics and numerous recent cosmetic upgrades (\$20,000+ spent in past year). Sausalito Yacht Harbor slip. **Now \$199,000**

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37' SHANNON CUTTER-RIGGED KETCH, 1987

The only Shannon 37 on the market at present, this boat is both clean and well equipped. She's always been meticulously maintained and equipment list includes a refurbished interior, updated standing and running rigging, full cruising electronics and a rebuilt engine. By appointment. **\$189,000**

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40' JEANNEAU SUN ODYSSEY, 2001

Well equipped and very clean late model aft-cockpit cruiser with three staterooms, dual helms, low hours on engine. Also dodger, full electronics, roller furler headsail. Note this is one of the few boats of this size with dual helms and is also the deep-draft version, preferable for the Bay. **Now \$164,500**

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43' HUNTER 430, 1995

Designed to deliver style and comfort in a vessel that's fast, easy to sail, stable and comfortable, this yacht will be available for inspection in early June. Original owner, boat captain-maintained, two-boat owner motivated. **Now \$149,000**

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38' WAUQUIEZ HOOD, 1982

Exceptional European-built performance cruiser, the French equivalent of a Swan. This particular yacht has never been cruised and is Bristol inside and out—spacious interior done in rich ailed teak and tasteful dark blue fabric, and shows as new. Beautiful teak decks in fine shape, as is battam and tapsides. **\$99,000**

NEW LISTING



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41' CHEOY LEE OFFSHORE KETCH, 1979

Restored classic cruising ketch. Pride of ownership throughout, see to appreciate. 2001 survey notes, "This is an immaculate and nicely refurbished vessel which has an excellent construction layout by one of the world's best builders." Less than 300 hours on a repowered diesel. Transferable Sausalito Yacht Harbor slip. **\$79,900**

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32' HUNTER 320, 2000

The 320 is already being hailed as another hit from Hunter, perfect for Bay or coastal. Very clean boat, deep draft version preferable for the Bay. Transferable Sausalito Yacht Harbor slip. **\$79,000**

See at:
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29' HUNTER 290, 2000

For a boat this size, the Hunter 290 offers an amazing amount of space both above and below decks and was one of Sail magazine's "10 Best" for 2000; this particular boat is lightly used (only 57 hours on Yanmar diesel), well equipped and shows as new. **\$62,500**

REDUCED



See at:
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36' C&C, 1979

This well-found racer/cruiser is immaculate, shows more like a boat from the 1990s than actual age! Much updated equipment, new interior, new electronics (including radar), new running rigging, repowered with Yanmar diesel in '96. Fixed keel, roller furler, dodger, wheel steering. **Reduced to \$49,900**

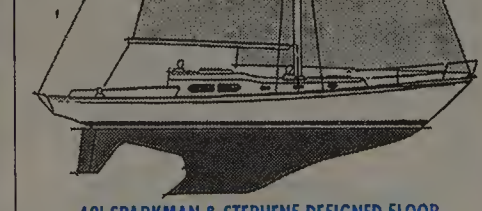
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36' ISLANDER, 1983

With almost 800 launched, the Islander 36 has proven to be one of the most popular 36' sailboats every built, and this particular late-model vessel is VERY clean overall and her ailed teak interior shows as new. Also low hours on diesel engine, Harken roller furler with keel-stepped mast, updated rig, galley looks like it's never been used. **\$54,900**

See at:
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42' SPARKMAN & STEPHENS DESIGNED SLOOP

Lovely U.S.-built fiberglass classic from the renowned Sparkman & Stephens! In outstanding shape, with many significant upgrades including new LPU paint, refinished interior, rewired, replumbed, updated electronics, new batteries and charger, new standing rigging and recently installed diesel engine. **\$54,000**

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31' HUNTER, 1985

Built in the final year of production, this vessel is very clean, with the interior in particular showing Bristol. Roller furler, new jib and main sails, new canvas, new lifelines. Wheel steering, diesel engine. Transferable Sausalito YH slip. **\$33,000**

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35' ERICSON MKII, 1971

The Bruce King designed Ericson 35 is an affordable fiberglass aft-cockpit classic with a hand laid FRP hull, moderate draft, swept-back fin keel and semi-balanced spade rudder. She was produced essentially unchanged for almost 25 years, a testimony to the designer's talents. **\$22,500**

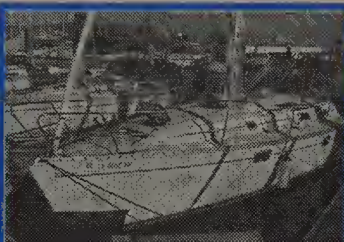
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32' GRAND BANKS TRAWLER, 1971

PowerBoat Guide notes, "The GB 32 is a modern classic, one of the most popular trawler designs ever produced," a natural for sailors considering power. With 6'6" headroom and opening windows all around, the GB 32 is also spacious, light and airy. This particular vessel, one of the last of the woodies, is in very nice shape inside and out, less than 200 hrs on engine since complete, transferable Sausalito slip. **\$59,500**

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Oceanis 400: 1994, 2 strms w/Pullman berth, new sails, enclosed dodger, super clean. \$137,500.
51: 1987, great buy for \$125,000.
35s5: 1992, Great sailer & layout. \$89,500

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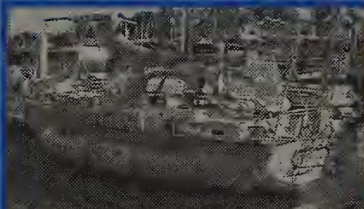
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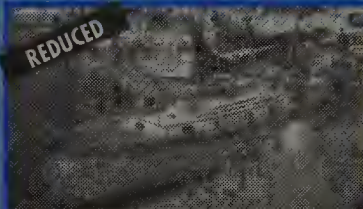
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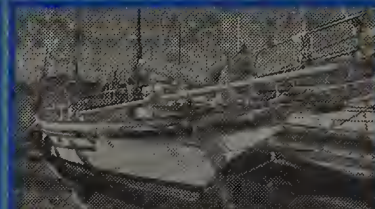
32' WESTSAIL, '79. Perkins 4-108 rebuilt with new shaft, stuffing, aux, entkas, Dickens diesel heater, new upholstery, radar, GPS, newer main profurl, recently re rigged. Owner has offer on another vessel. \$59,500



37' IRWIN MkV, '80. Completely cruise equipped, roomy center cockpit, liveable. Ready to go south. \$54,900.



40' BABA, '83. Great layout below, 2 staterooms, beautiful woodwork. Roller furling headsail, well maintained, Monitor - indvane, Icom SSB, AP. \$149,000.



47' VAGABOND, 1984. Bristol, Isomat alum. spors, Perkins 4236 w/low hours, fireplace worth seeing! \$210,000.



45' FUJI, 1975
One owner, center cockpit, brand new sails, autopilot, elec. windlass, low eng. hours. John Alden design. \$92,500.



46' SPINDRIFT, '83
Center cockpit cutter, 1983, 90 hp. Ford Lehman, 1000 hrs. Updated sail inventory, solid teak interior. Similar to Kelly Peterson 46! Reduced to \$165,000.



48' CELESTIAL, '86
Center cockpit, repowered Yanmar, hard dodger, \$159,000.

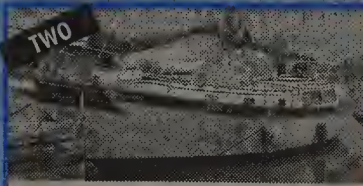


TWO CT 41s
1972: Center cockpit, Westerbeke diesel, 2 staterooms. \$49,500.
1973: Aft Cockpit, Izumi Diesel, radar, great sail inventory, Bristol! \$75,000.

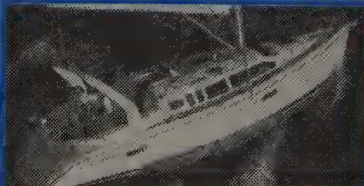
SAIL				POWER				
57' Bermuda ketch	'75	79,000	35' Coronado	'73	26,000	52' Libertyship	'60	110,000
54' Roberts (steel)	'83	260,000	35' Chris Craft	2 from	26,000	50' Chris Craft	'60	69,000
51' Beneteau	'87	125,000	35' Rafiki	'80	59,000	49' Steel commercial vessel	.....	220,000
50' Gulfstar MKII	.....	112,000	34' Catalina	'86	56,000	49' KHA Shing (2) '84 & '82 from	179,000	
48' C&C LF	'80	139,000	34' Cal MKII	'76	34,500	46' Bertram S.F. w/tower	'75	195,000
47' Tayana	'91	265,000	33' Hans Christian	3 from	99,000	45' Gulf Star MY	'79	198,000
45' Freedom	'91	244,000	33' CSK	'65	18,900	45' Chris Craft	'62	59,900
45' Liberty 458	'83	198,000	33' Norwest	(2) '77	55,000	44' Bestway C.P.M.Y.	'84	130,000
45' Hunter	2 from	122,000	32' Pearson Vanguard	'63	29,500	43' Commercial SF cert.	'85	Inquire
44' Swan 441, refurbished	'79	179,000	32' Herreshoff	'88	45,000	42' Grand Banks	'67	89,900
44' Norseman AC	'80	185,000	31' Pacific Seacraft Mariah	'80	80,000	42' Uniflite	'80	109,000
44' Christian motorsailer	'67	44,000	31' Sea Runner trimaran	'78	27,500	40' Marine Trader new eng.	'79	84,900
44' Peterson	'81	115,000	30' Ericson 30+	'85	29,000	40' Owens	'64	26,000
44' Lancer	'80	90,000	30' Spidsgatter	'47	42,000	40' Bluewater	'80	65,000
43' Gulfstar	'76	89,900	30' Hunter	'90/'92	35,000	38' Chris Craft SF, new disls.	'65	49,900
43' Wauquiez	'82	159,500	30' Lancer Mk V	'80	25,000	38' Californian	'77	59,000
43' Spindrift PH	2 from	95,000	30' Tartan	'75	24,000	38' Matthews	'39	59,950
43' Serendipity	'81	86,500	30' Santana	'75	19,500	38' Mediterrean	2 from	158,000
43' Endeavour	'81	175,000	30' Catalina	(2) '77 & '85	18,900	37' Carver	'94	179,900
42' Custom Schooner	'72	39,000	30' Cal 9.2R	'83	24,000	36' Swanson	'38	28,000
42' Lu-kat	'00	299,000	30' Cal	'69	15,000	34' Uniflite	'77	35,000
42' S&S	'70	57,500	29' Lyle Hess NICE	'97	145,000	34' Chaparral	'92	34,500
41' CT 72s73	from	49,500	29' Ericson	'74	14,000	34' Sea Ray	'86	56,000
41' Ericson	'66	45,000	29' Ericson	'73	18,000	34' Silverton	'90	79,000
38' Downeaster	2 from	55,000	29' C&C	'86	24,000	34' CHB	'72	59,900
38' Morgan 381	'93	129,500	29' Hunter	'00	65,000	33' American Marine	'73	69,900
37.5 Hunter Legend	'87	74,900	28' Herreshoff, diesel	'50	16,500	33' Jeffries	'62	39,000
37' Rafiki	'77	75,000	28' Tradewinds	'67	24,500	32' Bayliner 3270	'86	49,000
37' Islander PH	'88	65,000	28' Jensen	'60	22,000	32' Grand Banks	'68	50,000
37' O'Day	'80	49,000	28' Hunter, trailer	'96	39,500	32' Tolly Craft	'64	26,500
36' Morgan	'79	49,000	27' Newport	12,000	32	32' Grand Banks	'73	47,000
36' Cape George NICE	'90	152,000	20' Cape Cod	'85	7,000	31' Chris Craft	'01	89,000
36' Islander Freepoint	'79	65,000				29' Wallcraft	'85	29,750
36' Islander	'75	39,000	82' Huckins MY FRP	'77	200,000	29' Silverton	'85	26,000
36' Custom Schooner	'72	39,000	65' Pacemaker cert. 49 + bus.	'72	499,900	28' Penn Yan	'80	18,000
36' Hunter	'80	31,900	60' Harlot	'84	99,000	27' Grady White	'98	85,000
36' Catalina	'92	84,000	58' Spindrift	'85	319,000	26' Clipper Craft	'86	11,500
35.51st. Beneteau 92	'92	89,000	57' Burger (alum flybridge)	'62	395,000	25' Chris Craft Romer	'58	29,750
35.5 Hunter	'91	59,500	57' Chris Craft	.....	235,000	25' Bayliner	'85	16,500
35' Cheoy Lee NICE	'79	64,500	56' Fellows & Stewart	'27	55,000	24' Bayliner	'01	39,000
35' Santana	'79	32,000	55' Stephens MY	'58	179,500	23' Blackman	'81	38,000
35' Island Packet	'92	139,000	53' Hatteras convertible	'72	249,000	22' Grady White	'88	28,000
35' Tradewinds	'84	88,000	52' Hershire CMY	'85	274,500	21' Sportfisher	'74	8,750
						20' Pac City Dory	'75	10,000



33' HANS CHRISTIAN, '89
Yanmar low hours, beautiful interior, satin finish, radar, A.P., roller furling, dinghy. Asking 114,900.
2 after 33s, from 99,000.



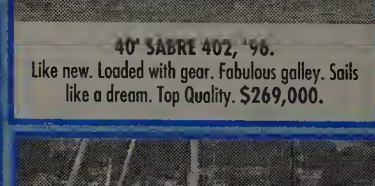
38' DOWNEAST CUTTER, '78.
Newer Yanmar diesel, 1100 hrs., main, working jib, yankee, staysail, gennaker, non skid decks, electric anchor, windlass, A.P., SSB/Hom, radar. From \$64,500



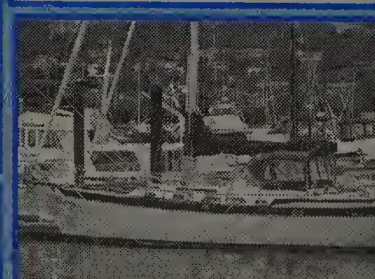
34' HUNTER, '98. Vessel has little use, 250 hrs on Yanmar, 2 strms, Roller furling 110%. Also: 37' Hunter Legend, '87, \$74,900.



44' CHERUBINI, '80.
Bristol has been continually upgraded. She is the only one on the West Coast. Built in America. \$450,000.



40' SABRE 402, '96.
Like new. Loaded with gear. Fabulous galley. Sails like a dream. Top Quality. \$269,000.



45' LIBERTY 458
Loaded with cruising equipment, Perkins 4-236, Haad Vectron sails, quality crafted teak interior. Asking \$197,500.

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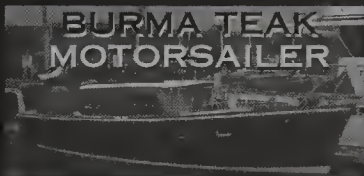
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26' CLASSIC MOTOR LAUNCH. Cherokee is a well-known, much loved member of the SF Bay Classic Fleet. Dsl engine, tons of chorm, beautifully decorated. Asking \$27,250.



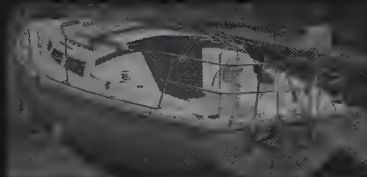
26V. OSPREY '95 Walkaround Sport/Fish. Near new 230hp dsl, 35kts, RADAR, electronics, h/c press water, shwr, heater, 2-oxle galv. tlr, galley, 4 berths, head, downriggers, more. \$59,500



TRADEWINDS 33' MOTORSAILER. Copper riveted teak, dsl, convos enclosures, full galley, sparkling varnish. STUNNING BEAUTY, great cruiser! \$34,500.



36' FRIENDSHIP SLOOP. Excellent Earl James Co. fiberglass construction. Lead keel, a/b, galley. Beautiful traditional lines, sleeps 4, sails great, turns heads wherever she goes. Asking \$26,000.



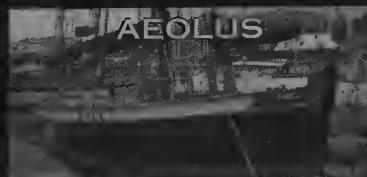
30' CATALINA SLOOP. Diesel, wheel, double lifelines & pulpits. Sharp exmple of one of the most popular designs afloat. Comfortable & fun! Asking \$27,200.



31' LOA H-28 KETCH. L. Francis Herreshoff's legendary full keel cruiser. Spinnaker, I/B, AP, head, galley. Mahogany on oak, lead ballast, full cover, BEAUTIFUL! Asking \$22,000.



32' CORONADO CENTER COCKPIT sloop, diesel (130 hrs on clock), very roomy, Wm. Tripp design, glass, wheel, 5 bags Hood sails, shower & more. Unusually clean & well maintained. Asking \$19,000.



68' LOA/41' LOD PILOT CTR Trad. 1904 ocean racer/crs. Rebuilt w/new tankbark sails, spars, copper sheathing + reported 1990. Fit to your specs. Magnificent. Virtually new build at fraction of cost. \$69,500.



49' CLASSIC YACHT by H.B. Fish Yard, 1930. Raised deck, Tin Cabin Express Cruiser w/hard canopy, aft deck. Beautiful major restoration, late 1980s, teak decks, twins just rebuilt, more! Asking \$45,000.

SAIL

66' STA'S'L SCHOCK/BOEING SCHOONER, 1934. Rebuild just completed. Some refit left. Dsl 150,000/offers

55' LESTER STONE Classic Yawl, dsl, lots equip, great cruiser Ask 44,000

51' LESTER STONE Traditional Ketch. Just rebuilt, dsl, SUPER 80AT. Ask 97,500

49' ALDEN SCHOONER, Malabar IV design. 'ZITA II', diesel, excellent restoration candidate, fine lines Asking 7,500

48' OA, 36' OD, Classic 1937 Gaff yawl, dsl, warmth & charm Ask 30,000

43' DUTCH STEEL MOTORSAILER KITCH, dsl, 2 wheels, great potential! Ask 97,500

43' LOD, ALDEN SCHOONER at Lake Tahoe. 1931, teak decks, dsl, more. Charter business opportunity. Asking 55,000

41' BLOCK ISLAND CTR. Dsl, roller furl, wheel, dbl-ended, Beaut. interior, tough cruiser w/great potential Ask 49,500

40' KETENBERG sloop, dsl, clean 26,000

39' DANISH KITCH, double-ender, dsl, big and strong Try 29,000

36' SCHOONER, classic Cracker/Lewley. Dsl. Spring proj. worth doing ... 6,900/ofr

36' PACIFIC SEACRAFT CTR, strong, loaded, dbl-ended cruiser Ask 80,000

35+ HISTORIC HAY SCOW Sloop, Hicks engine, much charm & great down below. Office/Home? Asking 35,000

34' ANGELMAN Sea Witch ketch, dsl, wheel, AP, traditional beauty Ask 24,950

33' RHODES WINDWARD, famous design, sloop, I/B Asking 12,000

32' WESTSAIL CTR, F/G, dsl, more 37,950

30' ISLANDER, dsl, spin 13,500

30' BIRD class slp, classic, well-found, GREAT condition, w/fresh O/B 9,600

30' CAL 230, slp, dsl Asking 22,000

30' MORGAN 30-2 performance cruising sloop, I/B, very clean 22,000

30' CHEDY LEE Bermuda sloop, riveted teak, much recent work, O/B Asking 9,500

29' PHIL RHODES slp proj. boat Ask 6,000

28' ELORIOGE McGINNIS SAMURAI SLP. Dsl, full cover, great potential. 6,900

27' CATALINA, I/B, spin 12,000

27' HUNTER sloop, dsl I/B plus O/B, roller furling, mare! Nice boat. Ask 12,000

26' S-2 SLP Dsl, gloss center cockpit, aft cabin, Avon & mtr & mare. 17,500/ask

26' THUNDERBIRD sloop, O/B, race equipped, full cover, good fun/starter boat Only 1,500/offr

24' ED MONK, Sr., classic '47 sloop, dsl, nice w/much recent work. .. Asking 8,500

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61' STEEL TUG, recent refit, 600+hp Cat dsl, good condition Try 45,000/offr

50' STEPHENS AFT CABIN, flush deck motor yacht, '65, F/B, PH, twin 671 diesels, 12K genset 98,500/offers

46' LAKE UNION CLASSIC, just rebuilt, radar, new twin dsl, gen & more! 79,500

45' CHRIS CRAFT cruising houseboat, radar, genset, loaded 89,500

44' MARINE TRADER TRAWLER, tri-cabin, dsl, radar, plotter, 2 helms, much more! Very desirable boat Asking 70,000

42' OLYMPIC 1929 CLASSIC, Twin diesels, tri-cabin Asking 65,000

42' SUNNFIJORD F8, aft stateroom, sedan cruiser, diesel, loaded, very high quality, genset, 2 heads ++ 142,000

38' TOLLYCRAFT sedan trawler w/twin turbo diesels, F8, quality \$9,500

36' BREUIL F/B SPORTFISH, F/G, twins, genset, lots of potential ... 7,700/ofr

35' CHRIS CRAFT Exp, twins, cla. 15,200

34' CHRIS CRAFT Commander, '63, twin gas, great boat 26,500

33' CHRIS CRAFT sdn, '48, sharp! 8,500

31' PACEMAKER SPORTFISH, beautiful condition, near new twins ... Ask 32,000

29' TOLLYCRAFT BRIDGE DECK cruiser, twins, just hauled, runs well, BARGAIN! 8,500

29' WELLCRAFT 2900 EXPRESS CRUISER. Twin 350s, swim platform, trim tabs, downriggers, galley, shower & more. In exceptional condition. Asking 27,950

28' BAYLINER Sunbridge, '80. Try 15,000

28' CARVER, nice/roomy, O/D ... 12,950

28' CLASSIC DEWEY EVERS sedan cruiser, V-8, show winner 75,000

28' CHRIS CRAFT Cavalier, nice ... 12,000

26' BAYLINER 2352 TROPHY, '00, trlr, a/d, only 10 hrs on clock! 38,500

25' BAYLINER CIERRA, '88, very nice. Full Delta canvas Asking 39,500

25' YARD TUG, Detroit dsl, wood ... 8,000

23' FORMULA THUNDERBIRD w/trlr, V8, GPS, VHF, depth, downriggers, chart plotter & more Asking 12,000

22' CROWNLINE CUDDY w/trlr, 350 Cobra V8, very sharp Asking 16,500

20' SEA SWIRL, '96, trlr, 225hp .. 23,000

18' SEARAY, trlr 15,500



40' CAL SLOOP. Dsl, wheel, dodger, great rig, 12 bags sails, spinn, self-nd jib, 8 inches, H&C press H2O, pulpits & lifelines, new dork green LPU, settee, lots new! VERY CLEAN & MORE! Asking \$36,500.



43' STEPHENS SEDAN CRUISER. Launched 1955. FLEETWOOD is in EXTRA-EXTRA fine condition. Twins, looks better than new inside and out. Must be seen! WONDERFUL YACHT! Asking \$115,000.



46' GAFF TOPS'L SCHOONER designed & built by legendary Wm. Garden in '42. Escapee is cedar over oak w/1,408 ft² of sail. Volvo dsl, only 60 hrs reported. 6'10" headrm, great layout. Very rare offering. Ask \$79,000.



41' COLUMBIA CENTER COCKPIT SLOOP. Full dodger, wheel steering, diesel, heater, radar, AP, furling, king aft stateroom, LOADED, ready to cruise/live aboard. LOTS OF GEAR! Trades? Asking \$59,500.

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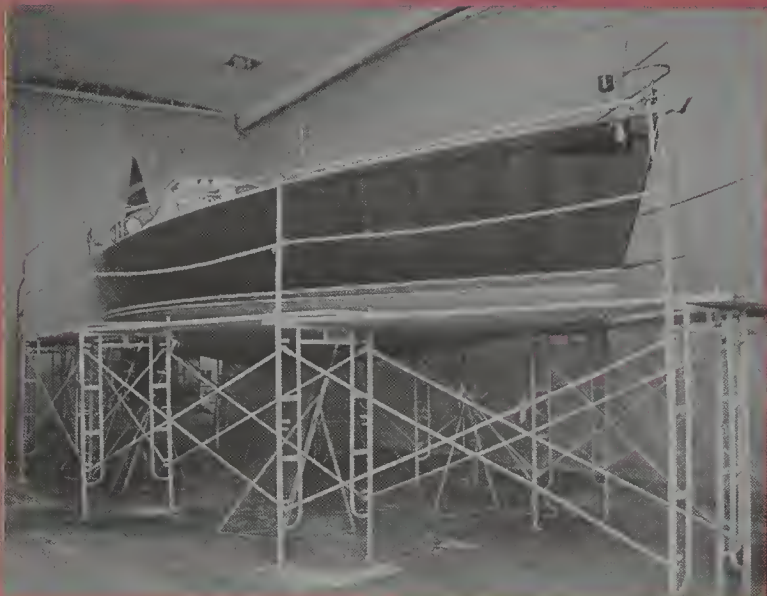
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